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3 **MILITARY FREIGHT TRAFFIC UNIFIED**
4 **RULES PUBLICATION-1 (MFTURP-1)**

5
6 **NOTICE:** This publication is available digitally on the SDDC website at:

7
8 <https://www.sddc.army.mil/res/Pages/pubs.aspx>
9

10 This publication establishes policy, prescribes rules, and describes responsibilities for
11 motor, rail, water, pipeline, air and tank-truck Transportation Service Providers (TSP).
12 These rules will assist TSP in providing safe, reliable and “Best Value” service to
13 Department of Defense (DoD) shippers.

14
15 POC: SDDC-G3, email: usarmy.scott.sddc.mbx.g3-domestic-mfturp@mail.mil.
16 USTRANSCOM J4-LC manages the domestic air program(s), for queries, email
17 transcom.scott.tcj5j4.mbx.lc@mail.mil.
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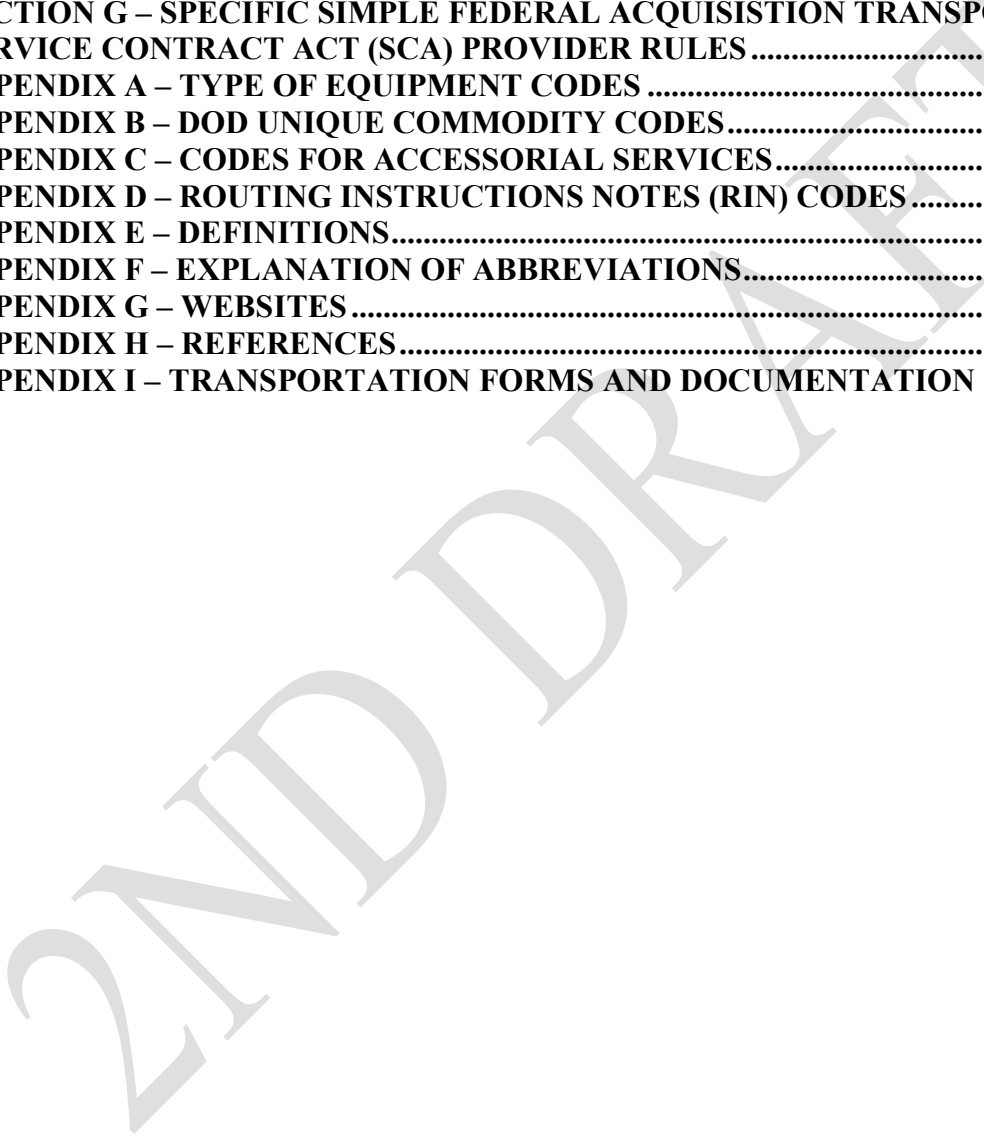
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**SECTION A – TRANSPORTATION PROVIDER
GENERAL RULES**

54

55

2ND DRAFT

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2ND DRAFT

120 I. GENERAL ADMINISTRATIVE INFORMATION

121 A. PURPOSE

- 122 1. This publication prescribes the procedures and requirements applicable to Transportation
 123 Service Providers (TSP) providing commercial transportation and related services to the
 124 Department of Defense (DoD) and other authorized users of the Defense Transportation
 125 System (DTS). Services contained in this publication will not be interpreted as guarantee
 126 by DoD or other authorized users of the DTS of any particular volume of traffic.

127 B. APPLICATION

- 128 1. Where reference is made to the Military Freight Traffic Unified Rules Publication—1
 129 (MFTURP-1) in a TSP tender or rate agreement, the conditions, requirements, rules and
 130 terms and conditions contained in this publication will govern the freight services of the
 131 TSP's tender, and will apply from, to, or between those points specified in the individual
 132 tender. This is not to be construed as a setting of rates, rules or charges by DoD. TSP's
 133 tenders will not be made subject to any other publication for application of the rates or
 134 charges therein. If any TSP or bureau published line-haul, rules, terminal services tariff,
 135 service guide or other document is shown in a tender, the tender shall be rejected and
 136 returned to the TSP. The MFTURP can be specifically incorporated in its entirety or in
 137 section(s) in Federal Acquisition Regulation contracts or agreements.

138 C. SUPERSEDES AND REPLACES

- 139 1. This publication supersedes the AMC Air Freight Traffic Rules Publication 28 No. 5
 140 (AFTRP No. 5) and the previous version of the SDDC Military Freight Traffic Unified
 141 Rules Publication-1 (MFTURP-1), dated 23 September 2020.

142 D. SCOPE

- 143 1. This publication will not prevent different or additional requirements or terms or
 144 conditions to apply for a particular shipment if the Transportation Officer (TO), the TSP,
 145 and the governing command for the movement mode agree to the specific change and the
 146 change is not prohibited by statute, regulation, executive order, case-law or other
 147 applicable legal authority USTRANSCOM Commercial Services Branch for domestic air
 148 shipments and SDDC for all other modes.
- 149 a. It does not include the transportation of:
- 150 i. Shipments moving in courier service.
 - 151 ii. Perishable Subsistence Shipments (Perishable Subsistence TSP Rate Tenders
 152 and Service Agreements), administered by Defense Supply Center,
 153 Philadelphia (DSCP).
 - 154 iii. Federal Acquisition Regulation (FAR) contracts, to include the General
 155 Services Administration (GSA) and Next Generation Delivery Service

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

156 (NGDS) /DoD Freight Transportation Services (DFTS) contracts, unless the
157 publication is specifically incorporated into the contract or agreement.

158 b. The words in this agreement shall be construed simply according to their fair and plain
159 meanings, and not strictly for or against either party.

160 i. If any provision in this publication is capable of two constructions, one of
161 which would make the provision void and the other of which would make the
162 provision valid, then the provision shall have the meaning that makes it valid.

163 **E. PRECEDENCE**

164 1. When rules, charges or other requirements are negotiated (including FAR Based Contracts
165 and Spot Bid) that differ from or conflict with this publication and the intent of the parties
166 is to modify the requirements of this publication as they apply for a particular movement,
167 the negotiated terms will apply to only the specific movement.

168 **F. SUCCESSIVE REGULATIONS**

169 1. Tariffs, items, notes, or rules referenced in this publication will include supplements and
170 successive issues. If any rule, regulation or provision is cancelled or becomes
171 inapplicable, the last published regulation will govern.

172 **G. DEFINITIONS**

173 1. For definitions of certain terms referenced throughout this publication, see Appendix D.
174 (pg. 253).

175 **H. ABBREVIATIONS**

176 1. For a listing of commonly used DoD abbreviations, see Appendix E. (pg. 271).

177 **I. PUBLICATION UPDATES**

178 1. This publication shall be updated as needed and will be available on the SDDC website:
179 <https://www.sddc.army.mil/Pages/default.aspx> and by Carrier Advisory.

180 2. The publication can be downloaded and printed from the website.

181 3. When issues arise pertaining to recommended changes or modifications to rules included
182 in this publication, stakeholders will utilize the SDDC Docketing System, found on the
183 SDDC public website, to notify and justify requested changes. These changes shall be
184 posted on the SDDC website and, if validated by G3, opened for comment.

185 4. For additional information on this regulation, direct inquiries to:

186 SDDC, G3, Domestic Carrier Management
187 1 Soldier Way, Building 1900W
188 Scott AFB, IL 62225
189 Commercial: 618-220-6470
190 DSN: 312-770-6470

191 Email: usarmy.scott.sddc.mbx.g3-domestic-mfturp@mail.mil

192

193

- 194 5. For inquiries directly related to commercial air references in Section A or F, Air
Transportation Service Provider Rules, contact:

195

USTRANSCOM, Commercial Services Branch, (TCJ4-LC)

196

508 Scott Drive, Building 1900 E

197

Scott AFB, IL 62225

198

Commercial 618-220-5773

199

Email: transcom.scott.tcj5j4.mbx.lc@mail.mil

200

201

- 202 6. Any change that results in a significant effect, significant cost or administrative impact
203 shall be published in the Federal Register in accordance with 41, U.S.C. §418. The
204 effective date of the change shall be published on the SDDC's website and if a significant
205 change, it shall be published in the Federal Register. On the effective date, all changes
206 shall become effective and bind the TSP. They are incorporated automatically into a
207 TSP's tender(s) and bills of lading issued from that date forward. TSP not canceling a
208 tender prior to the effective date of the change is considered as concurring and accepting
209 of the change in their tender. 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 met.

210

II. BECOMING A DEPARTMENT OF DEFENSE

211

TRANSPORTATION SERVICE PROVIDER

212

A. BASIC TRANSPORTATION SERVICE PROVIDER REQUIREMENTS

213

- 214 1. This item describes basic requirements a TSP must have in order to become
USTRANSCOM/SDDC approved to transport DoD freight.

215

- 216 a. TSP must have current valid legal operating authority to provide commercial
transportation services as offered and as provided to DoD.

217

- 218 b. The common law implied covenant of acting in good faith and fair dealing applies to
TSP seeking or performing business with DoD.

219

- 220 c. Part of the screening process will verify the owner, company, corporate official(s) or
221 anyone in its employ are not prohibited from conducting business with the federal
222 government through the Excluded Parties List System (EPLS) at
<https://www.sam.gov/portal/SAM/#1>.

223

- d. TSP must not be in nonuse or disqualification status to transport DoD freight.

224

- 225 e. TSPs shall at all times comply with all applicable federal statutes, federal regulations
and all other applicable law existing at the time of the shipment award.

226

- f. Air TSPs must be Civil Reserve Air Fleet (CRAF) participants.

227

- 228 2. **Registration.** SDDC will conduct domestic motor carrier registration "Open Season" as
229 deemed necessary when additional capacity is needed. When SDDC conducts an Open
Season, TSPs must be registered with the Federal Motor Carrier Safety Administration

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

230 and have valid Department of Transportation (DOT) authority for 3 consecutive years
231 (without a break) prior to the end of Open Season. There will be an announcement
232 posted at: www.sddc.army.mil, under Domestic Transportation. Registration for all other
233 surface modes will continue to be accepted (barge, ocean, pipeline, and international
234 TSPs) year round. Air TSPs, please email USTRANSCOM's Commercial Services
235 Branch TCJ4-LC at transcom.scott.tcj5j4.mbx.lc@mail.mil. Domestic motor carrier
236 registration requirements include:

- 237 a. Register in the Freight Carrier Registration Program (FCRP) for each mode of service
238 used to transport freight (i.e., motor, rail, water, pipeline, tank truck, air).
- 239 b. Company employees must comply with the requirements, contractual terms, conditions
240 and rules of this publication.
- 241 c. Comply with the National Debt Reduction Act in order to receive payments for goods
242 and services. Register in the System for Award Management (SAM) at
243 <https://www.sam.gov> or call 1-866-606-8220 for further information.
- 244 d. Certify that owner(s), company, corporate official(s), agents or employees are not
245 debarred, suspended or disqualified by SDDC/USTRANSCOM or any outside review
246 agency; or placed in nonuse status by SDDC/USTRANSCOM at the time of
247 registration. Notify SDDC electronically ([usarmy.scott.sddc.mbx.carrier-](mailto:usarmy.scott.sddc.mbx.carrier-registrations@mail.mil)
248 registrations@mail.mil) or USTRANSCOM electronically for air shipments
249 (transcom.scott.tcj5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations,
250 legal name or other changes affecting FCRP registration within 30 calendar days.
- 251 e. Carriers must notify SDDC electronically ([usarmy.scott.sddc.mbx.carrier-](mailto:usarmy.scott.sddc.mbx.carrier-registrations@mail.mil)
252 registrations@mail.mil) or USTRANSCOM electronically for air shipments
253 (transcom.scott.tcj5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations,
254 legal name or other changes affecting FCRP registration within 30 calendar days.
255 Changes to a motor carrier's SCAC due to changes in ownership, affiliations, or other
256 legal name changes may occur; however, the SCAC must maintain an approved DOT
257 and MC number as registered/approved in FCRP that meets the minimum
258 requirement of 3 years of consecutive, uninterrupted DOT operating authority.
- 259 3. Terms of the FCRP shall be in effect from the date of approval and can only be terminated
260 after removal from the program. Removal from the program can be accomplished by
261 various means to include, but not limited to, DoD-wide disqualification, self-termination,
262 suspension or debarment.

263 **B. SDDC APPROVED TRANSPORTATION SERVICE PROVIDER (TSP)** 264 **GENERAL REQUIREMENTS**

265 *These requirements apply to all TSPs:*
266

- 267 1. TSP requirements include, but are not limited to: active Standard Carrier Alpha Code
268 (SCAC); active authority (see Paragraph II.A.2, pg. 7, for motor authority requirements);
269 SYNCADA/US Bank account; Compliance Safety Accountability (CSA) thresholds on
270 asset based TSPs.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 271 2. After initial approval, follow-up evaluations shall be conducted at any time to confirm
272 continued eligibility as a DoD approved TSP.
- 273 3. Valid operating certificates and insurance for the scope of operations shall be maintained
274 by the TSP.
- 275 4. TSPs who are looking to provide TPS must be registered and approved as an asset based
276 carrier.
- 277 5. All TSPs who receive shipment awards shall be required to move and accept cargo under a
278 non-negotiable standardized DoD generated commercial BL that conforms to the Defense
279 Transportation Regulation (DTR) 4500.9R Part II, Cargo Movement, Chapter 206, and
280 the U.S. Federal Bill of Lading (BL) Act. The applicable rate on any shipment is the one
281 published and in effect within the Tender Entry on the Web (TEOW) application on the
282 date the shipment is accepted by the TSP (see U.S. Government Freight Handbook,
283 Chapter 3, section 32: U.S. Government Freight Transportation Handbook (gsa.gov)). A
284 carrier's acceptance under their tender identified in the offer constitutes the carrier's
285 formal agreement to perform those services under that tender's rate at the time of
286 acceptance. Changes or cancellations of tenders after a carrier accepts a shipment will not
287 alter the existing agreement(s); new or updated tenders will be applicable to future
288 shipments that have not yet been accepted by the carrier. TSPs will utilize their own
289 commercial BLs when authorized (e.g. when transportation systems are inoperable,
290 during holidays and/or weekends, or when there is no access to transportation personnel),
291 also package express shipments are excluded) upon approval of TO/shipper/consignor or
292 USTRANSCOM, TCJ4-LC Commercial Services Branch for domestic air shipments.
293 Shippers should be advised that additional carrier or Government required paperwork
294 (e.g. U.S. export documentation) might be required to accompany the
295 international/domestic shipment. Shippers furnishing supporting documents, contract
296 data, or other information to TSPs are responsible for their accuracy.
- 297 6. Performance Bonds.
- 298 a. TSPs are required to submit a performance bond. The performance bond secures
299 performance and fulfillment of TSP obligations to deliver DoD freight. It will cover
300 any instance where a TSP cannot or will not deliver DoD freight tendered to them.
301 This includes default, abandoned shipments, and bankruptcy by the TSP. The bond
302 will not be utilized for operational problems such as late pickup or delivery, excessive
303 transit times, refusals, no shows, improper/inadequate equipment, payment of
304 subcontractors, or claims for lost or damaged cargo. **Trust funds and letters of
305 credit are not accepted in lieu of the bond.**
- 306 b. Motor common, broker, freight forwarders, logistic management companies, and
307 contract carriers are required to provide a \$100,000 performance bond. Bulk fuel
308 carriers are required to provide a \$25,000 performance bond.
- 309 c. TSPs registered with the Small Business Administration (SBA), <http://www.sba.gov>,
310 may select up to three states with a performance bond of \$25,000, up to 10 states with
311 a performance bond of \$50,000 and 11 or more states for \$100,000. To utilize these

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 312 bond amounts, TSPs must provide supporting documentation showing registration
313 with the SBA.
- 314 d. When registering, TSPs should select the states for movement in accordance with the
315 appropriate bond amounts. Movements must begin and end in one of the selected
316 states.
- 317 e. TSPs that have conducted business in their own name with DoD for 3 or more years
318 may request a Performance Bond in the amount of 2.5% of their total DoD revenue
319 for the previous 12 months, not to exceed \$100,000 and not less than \$25,000.
- 320 f. Local drayage, commercial zone, barge, rail, ocean, air and pipeline TSPs are exempt
321 from the bond requirements.
- 322 g. Performance bonds must remain active at all times; verification of bond must be
323 provided upon SDDC request. Updates and renewals for surface modes must be
324 forwarded to usarmy.scott.sddc.mbx.carrier-registrations@mail.mil. A failure to
325 maintain and provide renewal information on performance bonds will result in TSP
326 disapproval.
- 327 7. Insurance.
- 328 a. Motor TSP shall at all times maintain minimum public liability insurance as required
329 in 49 CFR, Part 387, for the specific type of motor carriage applicable to the
330 shipment. The applicable schedule of limits for minimum public liability insurance
331 are specifically set forth in 49 CFR, Part 387.9 and can be referenced directly at
332 http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf.
- 333 b. Motor tank truck TSPs are required to maintain \$1 million liability for Government
334 freight (see 32 CFR, Part 619.4). Schedule of limits provided in 49 CFR at
335 http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf.
- 336 c. Intrastate TSP shall be required to hold public liability insurance equal to interstate
337 TSP. Proof of insurance shall be provided when requested by SDDC.
- 338 d. Bulk Fuel TSP must maintain a minimum of \$5 million in public liability insurance
339 and \$5 million in pollution liability insurance.
- 340 e. Rail TSP shall not be required to list any insurance company with SDDC; however, the
341 insurance underwriter must continuously have a policyholder's rating in the Best's
342 Insurance Guide and be listed in the Fiscal Service Treasury Department Circular 570
343 (see <http://www.fms.treas.gov/c570/c570.html>). Rail TSPs shall provide sufficient
344 self-insurance in order to comply with the Carmack Amendment liability standard for
345 loss or damage to government property moving as government traffic.
- 346 f. Insurance information shall be updated regularly by TSP through DOT's Licensing and
347 Insurance website at <http://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm>. Any change or modification of a TSP's insurance information shall be
348 promptly reported to SDDC, usarmy.scott.sddc.mbx.carrier-registrations@mail.mil.
349
- 350 g. Proof of minimum cargo insurance of \$150,000 for loss and damage of government
351 freight per vehicle and/or \$20,000 per vehicle transported (e.g., automobile

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

352 transporters or vehicles in drive away service) must be maintained. Perishable goods
353 TSP will maintain, as a minimum, cargo insurance in the amount of \$80,000, and
354 bulk motor petroleum TSPs will maintain \$25,000. When registering, TSPs must have
355 their insurance company submit their certificate of cargo insurance to
356 usarmy.scott.sddc.mbx.carrier-registrations@mail.mil. Cargo insurance must remain
357 active at all times. Yearly updates to cargo insurance must be provided. Failure to
358 provide updated information or retain active cargo insurance will result in TSP
359 disapproval. Rail TSPs that meet the self-insurance requirements as stated in 49 CFR
360 will not be required to list any insurance company with SDDC.

361 **h.** A valid Bodily Injury and Property Damage (BIPD) and cargo insurance policy shall
362 be maintained by the TSP at all times while a tender is in effect and must cover all
363 equipment used to transport DoD freight. Insurance policies will include a provision
364 that states insurers will notify SDDC prior to any service changes (i.e., renewals,
365 cancellations) at least 30 days prior to expiration of insurance.

366 8. Safety.

367 **a.** Interstate TSP must maintain a satisfactory safety rating with the Federal Motor
368 Carrier Safety Administration (FMCSA). Intrastate TSPs must maintain a
369 satisfactory safety rating with applicable state agency. Unannounced safety
370 inspections of TSP facilities, terminals, equipment, employees, TSP records and
371 procedures shall be conducted by DoD civilian, military personnel, and/or DoD
372 contract employees. In transit, surveillance and inspection of vehicles and drivers
373 shall be conducted in coordination with local police or other authorities. TSP shall not
374 disclose any information to unauthorized persons concerning the nature, kind,
375 quantity, destination, consignee, or routing of any protected commodities tendered to
376 them. When requested, proof of compliance with 49 CFR, Parts 390 thru 396 shall be
377 provided by TSP.

378 **b.** TSPs must implement and certify that they have in place company-wide safety
379 management programs that comply with applicable federal, state and local statutes or
380 requirements. Safety programs shall be subject to review and evaluation by DoD
381 representatives.

382 **9.** Cargo shall be delivered in the same condition as received at origin after shipment is
383 loaded, secured, inspected and cleared for movement. Any damage or loss shall be the
384 responsibility of the TSP and shall be settled promptly (see Section A, VII, Claims [pg.
385 86]). To avoid liability for loss and damage to cargo, a TSP must show that it is free
386 from negligence and that the loss or damage was due to a *force majeure* situation.
387 Notification of cargo loss, damage, or unusual delay shall be made by TSP within 24-
388 hours to the consignor and consignee, except as designated in Section A, VIII, Table 1
389 and 2 (pg. 88). Report information will include origin and destination, BL number,
390 shipping paper information, time and place of occurrence, and other important details.
391 Accident reports submitted to DOT shall be provided to SDDC upon request.

392 **10.** TSPs may not post DoD loads on broker or load boards unless they are registered with
393 the DoD as a broker, logistics company or a freight forwarder. Double Brokering of any
394 DoD freight is not permitted. TSPs may not solicit drivers with a price for specific loads

395 through broker or load boards unless they have already been awarded that freight by a
396 DoD shipper.

397 **C. BROKERS/FREIGHT FORWARDERS/LOGISTICS COMPANIES**

398 *This item sets forth the minimum requirements for brokers/surface freight*
399 *forwarder/logistic companies to maintain their SDDC qualifications to transport DoD*
400 *freight.*

- 401
- 402 1. Brokers, freight forwarders and logistics companies will maintain a current electronic
403 listing of all subcontracted TSPs who may be used to transport DoD freight. Listings
404 shall be maintained at the corporate office and available to send via email upon SDDC
405 request and viewed by SDDC personnel only.
- 406 2. Brokers, freight forwarders, or logistics companies who submit tenders and receive awards
407 of government traffic agree to assume full liability for a shipment under the Carmack
408 Amendment, unless the terms and conditions of the BL establish that a SDDC released
409 valuation rate applies to that shipment. Brokers, freight forwarders, or logistics
410 companies must also comply with all applicable provisions of 49 United States Code and
411 49 Code of Federal Regulations, including 49 CFR 371 and 387. Brokers shall be
412 required to fully comply with all other requirements that are required of other TSPs under
413 the circumstances applicable to each shipment.
- 414 3. Subcontracted TSPs will provide sufficient documentation for the shipper to verify and
415 confirm that they have been engaged by the broker, freight forwarder or logistics
416 company named on the BL. TSP contractors shall provide the subcontracted TSPs with
417 the required documentation, such as BLs and broker agreements prior to pick up. In
418 emergencies only, the required information may be emailed and/or faxed to the shipping
419 activity prior to pick up during normal operating hours.
- 420 4. Brokers, freight forwarders, or logistics companies who exercise their option to
421 subcontract transportation services to another TSP are advised that the government lack
422 privities of contract with any subcontracted TSPs acting on behalf of its principal.
423 Therefore, the government is not liable contractually to any subcontracted TSPs as a
424 matter of law. Brokers, freight forwarders, or logistics companies will ensure that
425 subcontracted TSPs shall not hold DoD freight “hostage” due to failure, inability or
426 refusal of the broker, freight forwarder, or logistics company as a principal to pay sums
427 lawfully owed to their subcontracted TSP(s). Brokers, freight forwarders, or logistics
428 companies are responsible to pay directly any charges or sum certain amounts lawfully
429 owed to their subcontracted TSPs. In no event shall the broker, freight forwarder, or
430 logistics company or any subcontracted TSPs be permitted to exercise any state law lien
431 on government property. Brokers, freight forwarders, or logistics companies shall be held
432 responsible for any consequential damages incurred by the government resulting from a
433 hostage freight situation that results from the failure of a broker, freight forwarder, or
434 logistics company to pay its subcontracted TSP promptly.
- 435 5. Brokers, freight forwarders and logistics companies are not authorized to handle or accept
436 any shipments moving with Constant Surveillance and Custody Service (CIS), Dual
437 Driver Protective Service (DDP), Protective Security Service (PSS), Satellite Motor

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438 Surveillance Service (SNS), Trailer Tracking Service (DCS), and/or 675. Handling and
439 solicitation of DoD sensitive conventional AA&E, classified (SECRET and
440 Confidential), sensitive and controlled cryptographic items, Class 1 Division 1.1 thru 1.6,
441 sensitive munitions are also prohibited. Clearing documentation through customs may be
442 permitted.

443 6. Brokers, freight forwarders, or logistics companies will carry minimum public liability
444 insurance required under 49 CFR, Part 387.

445 7. Cargo shall be delivered in the same condition as received at origin after shipment is
446 loaded, secured, inspected and cleared for movement. Any damage or loss shall be the
447 responsibility of the broker, freight forwarder, or logistics company and shall be settled
448 promptly (see Section A, VII, Claims [pg. 86]). To avoid liability for loss and damage to
449 cargo, a TSP must show that it is free from negligence and that the loss or damage was
450 due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay
451 shall be made by the broker, freight forwarder, or logistics company within 24-hours to
452 the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2 (pg.
453 88). Report information will include origin and destination, BL number, shipping paper
454 information, time and place of occurrence, and other important details. Accident reports
455 submitted to DOT shall be provided to SDDC upon request.

456 8. The status of any shipment tendered to a broker, freight forwarder, or logistics company
457 shall be provided within 24 hours upon SDDC's request to the broker, freight forwarder
458 or logistics company's designated POC.

459 **D. REQUIREMENTS FOR PROVIDING TRANSPORTATION** 460 **PROTECTIVE SERVICES (TPS)**

461 *This item sets forth the minimum requirements for TSPs transporting DoD TPS*
462 *shipments.*

463
464 1. Only DoD approved TSP shall be permitted to transport TPS shipments. TSP who have
465 not received prior approval by SDDC for TPS are not authorized to accept delivery of, or
466 otherwise transport TPS cargo.

467 2. TSP shall demonstrate capability of complying with federal, state, municipal and other
468 local laws and regulations governing safe transportation of AA&E to include 49 CFR,
469 Parts 172, 177 and 382 through 397. Provisions for exempt intra-city operations as
470 defined in 49 CFR will not apply to transportation of AA&E. Compliance is subject to
471 review and evaluation by DoD representatives.

472 3. Insurance Requirement:

473 a. Prior to receiving authorization to transport any quantity of Division 1.1, 1.2, or 1.3
474 material, as defined in 49 CFR 173.50, any quantity of Division 2.3, Hazard Zone A,
475 defined in 49 CFR 173.115, Division 6.1, Packing Group I, Hazard Zone A material,
476 defined in 49 CFR 173.132; or highway route controlled quantities of Class 7 material
477 defined in 49 CFR 173.403, TSP must have \$5 million in public liability insurance.
478 TSP will provide information on their insurance provider to allow verification. TSP

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- 479 must maintain the required insurance coverage as long as it has authorization to move
480 these shipments.
- 481 **b.** Prior to receiving authorization to transport any quantity of Class 1, Division 1.4, 1.5,
482 or 1.6 defined in 49 CFR 173.50, TSP must have \$1 million in public liability
483 insurance. TSP will provide information on their insurance provider to allow
484 verification. TSP must maintain the required insurance coverage as long as it has
485 authorization to move these shipments.
- 486 **4.** Brokerage (as defined in 49 CFR, Part 371.2) of TPS will not be permitted.
- 487 **5.** Safety Requirements for TSPs providing Transportation Protective Services (TPS).
- 488 **a.** Motor TSPs holding Facility Clearances and authorized by SDDC to provide DDP or
489 PSS are required to maintain score averages below the established thresholds for
490 safety performance as tracked by the U.S. Department of Transportation's (DOT)
491 Federal Motor Carrier Safety Administration (FMCSA). Safety performance will be
492 evaluated using the FMCSA's Compliance, Safety, and Accountability (CSA)
493 Program. CSA utilizes seven Behavior Analysis Safety Improvement Categories
494 (BASICS), which include Unsafe Driving, Hours of service (HOS), Driver Fitness,
495 Controlled Substances/Alcohol, Vehicle Maintenance, Hazardous Materials (HM)
496 Compliance and Crash Indicator.
- 497 **b.** TSPs will ensure CFR 49, Part 171, Subpart B is completed. The Hazardous Materials
498 Incident Report (DOT Form F 5800.1) are completed and sent IAW instructions
499 found in Part 171.16. In addition, TSPs will send copies of the completed reports to
500 SDDC Carrier Performance at usarmy.scott.sddc.mbx.carrier-performance@mail.mil
501 and SDDC Safety at usarmy.scott.sddc.mbx.ae-safety@mail.mil.
- 502 **6.** Motor TSPs authorized to provide DDP and PSS:
- 503 **a.** All DDP and PSS TSPs will follow the HAZMAT standard. FMCSA requires CSA
504 TSP scores in Unsafe Driving, Crash Indicator, and Hours of service (HOS) BASICS
505 to be 60 or lower. BASICS for Driver Fitness, Controlled Substances/Alcohol and
506 Vehicle Maintenance require scores of 75 or lower and the Hazardous Materials
507 (HM) BASIC requires a score of 80 or lower. SDDC may review BASICS quarterly
508 and request an explanation from any TSP whose score is above the standard in any
509 BASIC. Failure to provide an adequate explanation or to show improvement may
510 result in the TSP's placement into non-use status for DDP and PSS shipments and/or
511 result in a Transportation Review Board (TRB).
- 512 **b.** During any corporate inspections, SDDC or its contractor may examine all of the
513 TSP's safety performance history, to include all BASIC scores and DOT incident and
514 enforcement histories.
- 515 **c.** Motor carriers shall provide a corrective action for all violations discovered during a
516 roadside inspection while carrying DoD TPS cargo requiring SNS. Corrections will
517 be provided to SDDC Safety Office at usarmy.scott.sddc.mbx.ae-safety@mail.mil
518 within 30 days of the violation.

519 **7. Motor Carrier Safety Evaluation Program (MSEP).** A consistent and systematic
 520 framework for evaluating a commercial motor carrier’s [hereafter referred to as ‘carrier’]
 521 capability to safely transport DoD shipments of Ammunition and Explosives (A&E).
 522 SDDC will use the MSEP to conduct evaluations to determine the carrier’s compliance
 523 with the Department of Transportation’s (DOT) Federal Motor Carrier Safety
 524 Regulations (FMCSR) and Hazardous Materials Regulations (HMR), in addition to DoD
 525 requirements found in the MFTURP-1.

526 **8. Motor Carrier Accident, Incident Investigation Reports.** Upon request from the SDDC
 527 Safety Office, TSPs shall provide official police reports, toxicology reports, and detailed
 528 investigation reports conducted by the TSP. Detailed information (photos, descriptions
 529 etc.), police reports, and toxicology reports shall be provided as soon as possible. Final
 530 TSP investigation (written) reports shall be provided within 30 days of the
 531 accident/incident occurrence, shall identify root cause(s) and shall identify corrective
 532 actions to prevent recurrence where applicable.

533 **E. TRANSPORTATION SERVICE PROVIDER LEASING**

534 *This item describes TSP requirements regarding the leasing of vehicles to transport*
 535 *DoD freight. This section applies only to those with motor TSP authority.*
 536

- 537 1. Lease requirements will be in accordance with 49 CFR Part 376.
- 538 2. A copy of the appropriate lease agreement must be with the vehicle and available for
 539 inspection. Shipper may reject vehicle without stated documentation.
- 540 3. Identification/markings of vehicles will be in accordance with 49 CFR part 390.
- 541 a. The markings must include the carriers name and DOT number, and the marking must
 542 be easily visible from 50 feet away. The owner-operator’s name can be on the
 543 vehicle along with carrier’s name. However, if there are multiple names on the
 544 vehicle, the carrier’s name must be presented by the words “Operated by”.
- 545 b. Minimum requirement for identification/markings is a “magnetic sign” or stenciling
 546 for non-TPS shipments. Minimum requirement for identification/markings for TPS
 547 shipments is stenciling of the items described in 3.a. above. Use of taped and/or
 548 glued paper/cardboard on truck doors is prohibited.
- 549 4. Rentals and short-term leases for single loads are permitted.

550 **F. REMEDIES FOR NON-COMPLIANCE**

- 551 1. TSP, their agent’s, subcontractor or employee’s failure to comply with any of the
 552 applicable terms and conditions may be a basis for taking administrative or judicial action
 553 against the TSP. The following is not an all-inclusive list of possible actions:
- 554 a. Placement in disapproved status.
- 555 b. Placement in nonuse status.
- 556 c. Government-wide debarment or suspension.

557 d. Criminal or civil proceedings by the Department of Justice.

558 **III. CONDUCTING BUSINESS WITH DEPARTMENT OF**
559 **DEFENSE**

560 **A. THIRD PARTY PAYMENT SYSTEM (TPPS)**

- 561 1. As a requirement to conduct business with DoD, a TSP shall be Third Party Payment
562 System (TPPS) capable. If otherwise qualified, TSPs not TPPS certified will not be
563 eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and
564 payment system.
- 565 2. The currently authorized TPPS is Syncada, a service of US Bank. TSP should contact US
566 Bank at 612-973-6597 or 1-800-417-1844 or on the web at
567 www.usbpayment.com/syncada. Payment of freight services within the United States, to
568 include small packages and sealift intermodal container services shall be paid through the
569 currently authorized TPPS. A fee is required to participate in the program.
- 570 3. Prior to submitting an invoice (e-bill) the TSP must have proof of delivery such as a copy
571 of the bill of lading (a signed bill of lading by the destination government representative).
572 If they only have a verbal confirmation from the driver, then the TSP can call the
573 destination verify delivery occurred and the cargo was delivered in good condition as
574 proof of delivery. Delivery date entered into the currently authorized TPPS must be the
575 actual date property was delivered to consignee, and the TSP will invoice based on this
576 date, not the contracted delivery date.
- 577 4. Rail TSP are required to submit Shipment Pickup Notification to the currently authorized
578 TPPS after departure of last rail car from origin. Rail TSP are prohibited from filing
579 certification of actual pickup before the shipment is actually delivered to the TSP by the
580 shipper. Filing the Shipment Pickup Notification prior to actual pickup may result in
581 disqualification or disbarment. Additionally, TSP will also submit Shipment Delivery
582 Notification to the currently authorized TPPS after delivery of last rail car and should be
583 made within three business days after delivery of last rail car.

584 **B. ELECTRONIC COMMERCE (EC)/ELECTRONIC DATA**
585 **INTERCHANGE (EDI), INTEGRATED DATA ENVIRONMENT**
586 **(IDE)/GLOBAL TRANSPORTATION NETWORK (GTN)**
587 **CONVERGENCE (IGC) DATA FEED REQUIREMENTS**

588 1. Electronic Instructions:

- 589 a. The TSP shall be EC/EDI program capable and agree to the terms of the EC/EDI
590 Trading Partner Agreement (TPA). The EC/EDI Trading Partner Guide for Defense
591 Transportation is available at
592 <https://www.ustranscom.mil/cmd/associated/dteb/files/transportationics/dteb858r0040>
593 10_Version_17.pdf

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- 594 2. EDI is the computer-to-computer exchange of business data in machine-readable language
595 using strictly defined public standards.
- 596 3. An EDI Implementation Convention (IC) defines the rules for filling in or "populating" an
597 EDI transaction. Following the agreed upon convention, or version of the standard
598 ensures that EDI partners will encounter fewer data quality problems during development
599 and maintenance of their EDI systems.
- 600 4. American National Standards Institute (ANSI) who charters the Accredited Standards
601 Committee (ASC) X12 or ANSI ASC X12 to develop uniform standards for inter-
602 industry electronic interchange of business transactions or EDI.
- 603 5. ANSI ASC X12 develops, maintains, interprets, publishes and promotes the proper use of
604 American National and the United Nations/Electronic Data Interchange for
605 Administration, Commerce and Transport (UN/EDIFACT) Standards. The ANSI ASC
606 X12 body meets periodically to develop and maintain EDI standards. Its main objective is
607 to develop standards to facilitate electronic interchange relating to business transactions.
608 ANSI ASC X12 standards facilitate transactions by establishing a common, uniform
609 business language for computers to communicate. With more than 275 transaction sets,
610 ANSI ASC X12 standards can be used to electronically conduct nearly every facet of
611 business-to-business operations.
- 612 6. EDI status records are generated and populated from the ANSI ASC 214A transactions.
613 Transactions are sent to the government value added network where they are mapped and
614 forwarded to IGC.
- 615 7. Global Exchange Service (GEX) is an EDI-based Defense Information Systems Agency
616 (DISA) system which provides EDI messages to United States Transportation Command
617 (USTRANSCOM) and other Department of Defense (DoD) agencies.
- 618 8. To get the latest version of the DOD 214 A, 417 and 418, Implementation Convention,
619 visit the Defense Transportation Electronic Business (DTEB) website at
620 <https://www.ustranscom.mil/cmd/associated/dteb>. Currently the 417 and 418 ICs are
621 being developed. Once complete they will be posed to the DTEB website for use. For
622 information on how to establish an interface with the GEX, contact the GEX at (614)
623 692-5344 or by email at Cols-EDI@csd.disa.mil Monday through Friday, between 8 am
624 and 5 pm Eastern Time; afterhours, or during weekends or holidays, the GEX can be
625 reached at 1-866-618-5988 or by email at gex_admin@csd.disa.mil.
- 626 9. All 214A records will require the Transportation Control Number (TCN) and Bill of
627 Lading (BOL) shipment identification (ID) number to complete the link between IGC and
628 Global Freight Management (GFM).
- 629 10. All 214A records will require the following reference number information (in multiple
630 loops) to identify rail car or motor transportation shipments.
- 631 a. TCN and BOL. Provide this in the B1002 element. When TCNs or BOLs cannot be
632 provided by the shipper activity, the B1002 will contain "NONE" to indicate non-
633 availability.

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- 634 b. Contract number. Provide this in the L1101 element in an L11 segment with a contract
635 number (CT qualifier in the L1102 element).
- 636 c. Standard Carrier Alpha Code (SCAC). Provide this in the B1003 element.
- 637 d. Billed shipment weight. Provide this in the AT803 element with a “B” qualifier in the
638 AT801. Also provide the unit of measure in the AT802 (L for pounds, K for
639 Kilograms).
- 640 11. The following are the minimum events to be sent for each shipment (AT701 of the 214A
641 EDI message):
- 642 a. AF – Carrier Departed Pick-Up Location With Shipment (mandatory)
- 643 b. X4 – Arrived At Terminal Location (if it occurs)
- 644 c. P1 – Departed Terminal Location (if it occurs)
- 645 d. K1 – Arrived At Customs (if it occurs)
- 646 e. X1 – Arrived At Delivery Location (mandatory)
- 647 f. D1 – Completed Unloading At Delivery Location (mandatory)
- 648 12. The contractor shall accomplish status reporting within four (4) hours of an event, or the
649 same amount of time provided to their commercial customers, whichever is sooner.
- 650 13. TSP will ensure at all times any leg of a shipment involving carriage of goods by a motor
651 or rail TSP shall be moved under the proper and lawful operating authority as required by
652 applicable sections set forth in 49 U.S. Code (U.S.C).

C. ALTERNATIVE GOVERNMENT BIDDING PROCESSES FOR TRANSPORTATION SERVICE PROVIDERS

655 *This item describes the alternative methods the government can utilize (other*
656 *than the tender offer process) for TSP to offer transportation services to DoD and*
657 *other authorized agencies.*

- 659 1. Negotiation:
- 660 a. TSPs are provided terms and conditions for a movement via a written solicitation. A
661 verbal negotiation may be used in an emergency but must be converted to written
662 form within three (3) business days.
- 663 b. When terms and conditions for a shipment are negotiated, the non-alternation of rates
664 concerning that specific shipment shall take precedence over any alternation
665 provision contained within this publication. Even with regards to negotiated OTO
666 shipments that share the same points of origin and destination, commodities or tender
667 dates that may overlap. Negotiated OTOs are completed to meet specific
668 requirements and are not to be alternated.
- 669 c. Negotiations may only be conducted when at least one of the following criteria is met:

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- 670 i. No voluntary tenders exist on file to satisfy specific requirements of a shipment.
- 671 ii. Movement occurred without applicable tender on file with SDDC. Negotiated
672 air tender(s) will be approved in rare and unique, case-by-case basis.
673 USTRANSCOM, Commercial Service Branch, TCJ-LC is the approval
674 authority for negotiated air tender(s).
- 675 iii. Voluntary tenders are insufficient to satisfy requirements.
- 676 iv. The entire movements exceeds 25 truck/carloads.
- 677 v. The shipment is for over dimensional or overweight freight (to include AA&E
678 shipments).
- 679 vi. When a service is required for a movement that is not identified in this
680 publication or covered by the TSPs tender (rates published in TSPs tariffs
681 and/or other TSP publications will not apply).
- 682 d. Any TSP that submits a bid for a negotiated move is assumed to be ready, willing and
683 able to perform the services as stated in the solicitation. If TSP fails to provide any of
684 the services, whole or in part, stated in the solicitation, they may be subject to
685 immediate non-use for a period of up to 90 days. A subsequent occurrence of failure
686 to provide services stated in the negotiation within a 6-month timeframe may be
687 grounds to place the TSP in a nation-wide non-use status for up to 90 days.
- 688 e. When a TSP bids on an SDDC-negotiated shipment IAW the terms of negotiated
689 agreements all costs associated with the fuel rate adjustment, also known as a fuel
690 related surcharge, must be all-inclusive as part of the negotiated rate.
- 691 i. Shipper will not make additional fuel related surcharge adjustments available on
692 the BL.
- 693 ii. After solicitation but before execution: the solicitation (and award, if
694 applicable) shall be canceled, and the shipment resolicited to include the
695 additional services.
- 696 iii. During/after pick-up: charges for additional requirements shall be consistent
697 with TSPs lowest rate on file for equivalent service. If TSP has no rate on file
698 for equivalent service contact SDDC, G3, Domestic Freight Services for
699 assistance at 618-220-5914 or via e-mail at [usarmy.scott.sddc.mbx.g3-
700 domestic-freight-services-branch@mail.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@mail.mil) negotiated by SDDC. For air
701 modes K, L, or M, contact USTRANSCOM, Commercial Services at COMM
702 (618) 220-5773, DSN 770-5773, email:
703 transcom.scott.tcj5j4.mbx.lc@mail.mil.

704 2. Spot Bid on the Web:

- 705 a. Spot Bid on the Web is used for one-time only, unique (including over dimensional
706 and overweight, as defined in Section B, Item 119 [pg. 142]) shipments using any
707 mode of transportation that is adequate to meet the specific requirements of the
708 shipment. Each mode of transportation (motor, air, barge, ocean, pipeline and rail)

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709 requires a separate SCAC. TSP is only authorized to move DoD freight in accordance
710 with the mode selected within FCRP.

711 **b.** In the case where a Spot Bid on the Web/Spot Bid is used to procure transportation
712 services, the Spot Bid on the Web/Spot Bid rate shall take precedence, as described in
713 subparagraph a. above, except in circumstances where movements are negotiated
714 movements. Under these circumstances, the Spot Bid on the Web/Spot Bid rate shall
715 not take precedence over the negotiated movement, nor shall it remain as the cost on
716 file for the particular shipment at issue in the event that future requirements become
717 necessary. Contact the SDDC, G6 Systems Response Center GFM Help Desk for
718 further information or assistance concerning the use and application of the Spot Bid
719 on the Web/Spot Bid process.

720 **c.** Online interactive training module for Spot Bid is provided by the Global Freight
721 Management (GFM) Help desk. Training is also provided on tender entry.

722 **d.** The GFM TSP Training Plan is available on the GFM Distance Learning Program
723 (DLP) web page, by clicking the Training link on
724 <https://dragon.eta.sddc.army.mil/etagettingstarted/Support.htm>. A valid GFM
725 production or training simulator user ID and password are required before accessing
726 the web page. Instructions for obtaining a user ID and password are also included in
727 the training plan. For more information, contact [usarmy.scott.sddc.mbx.omb-for-](mailto:usarmy.scott.sddc.mbx.omb-for-GFM-training@mail.mil)
728 GFM-training@mail.mil.

729 **e.** When a TSP bids on a Spot Bid on the Web shipments IAW the Spot Bid terms all
730 costs associated with the fuel rate adjustment, also known as a fuel related surcharge,
731 must be all-inclusive as part of the negotiated rate.

732 **i.** Shipper will not make additional fuel related surcharge adjustments available on
733 the BL.

734 **ii.** After Spot Bid issue and/or award but before execution (within 24 hours or less
735 prior to pick up or TSP dispatched a vehicle): the Spot Bid (and award, if
736 applicable) shall be canceled, and the Spot Bid resolicited/reissued to include
737 the additional services.

738 **iii.** During/after pick-up: charges for additional requirements shall be consistent
739 with TSPs lowest rate on file for equivalent service. If TSP has no rate on file
740 for equivalent service Contact SDDC, G3, Domestic Freight Services for
741 assistance at 618-220-5914 or via e-mail at [usarmy.scott.sddc.mbx.g3-](mailto:usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@mail.mil)
742 domestic-freight-services-branch@mail.mil. For air modes K, L, or M, contact
743 USTRANSCOM Commercial Services at COMM (618) 220-5773, DSN 770-
744 5773, email: transcom.scott.tcj5j4.mbx.lc@mail.mil.

745 **f.** Driveaway and Driveaway/Towaway shipments can be offered under Spot Bid.

746 **g.** Shipments shall be available to approved TSPs (with logins) for bidding and will remain on
747 the Open Bid list through the bid close date/time. Time to submit bids will remain open for a
748 minimum of four hours. TSP may not change a bid once it has been submitted; however,
749 TSP are permitted to cancel a previous bid and resubmit another bid. TSP are prohibited

750 from submitting a bid on a closed shipment. Connectivity problems, system problems, or
 751 other Internet and Local Area Network (LAN) issues will not be considered an acceptable
 752 reason for late bid submissions after a solicitation has closed. A TSP shall be notified of
 753 shipment award after the solicitation has closed.

754 h. In the event that a specific shipment is canceled, an approved TSP with login
 755 capabilities will have the ability to view the canceled shipment list for informational
 756 purposes only.

757 i. In the event a carrier is awarded freight from a spot bid, but does not bid on the spot bid
 758 awarded using the SCAC listed on the CBL, shipment will be rated with carrier's
 759 voluntary tender. Carrier will be due the normal freight charges based on their
 760 voluntary tender plus cost of permits. Permits must be one-way, issued for the
 761 shipment in question.

762 j. Rate quotation/cost estimate purposes for over dimensional and overweight shipments
 763 only. Shipper must clearly state "FOR COST ESTIMATE PURPOSES ONLY" in the
 764 remarks of the spot bid. Any rates returned under a cost estimate spot bid are non-
 765 binding and cannot be used to award freight or issue BoLs.

766 **D. ALTERNATION OF RATES (NOT APPLICABLE TO NEGOTIATED**
 767 **TENDERS)**

768 1. Tender rates/charges (regardless of rate qualifier) that apply between same points of origin
 769 and destination will alternate to produce the lowest charge to DoD.

770 2. Rates that pertain to a specific commodity, to include DPM commodities 100251, will not
 771 alternate with FAK rates.

772 3. In no event shall charges submitted under any tender be in excess of charges based on the
 773 TSP's lowest rate available to the general public in either common or contract rates,
 774 except 500,000 series tenders, or be in excess of charges based on rates otherwise
 775 tendered to the Government by the Contractor for the same type of service.

776 4. Alternation of rates does not apply between Mode T – Towaway and Mode B – Motor
 777 tenders.

778 **E. TRANSPORTATION FACILITIES GUIDE (TFG)**

779 1. TSP will review the TFG for installation policies regarding the minimum requirements for
 780 normal operating hours, installation closures, or any other important information. In the
 781 event that CAS (Carrier Appointment System) is required in the TFG, the TSP will be
 782 required to utilize the CAS system to request delivery appointments. TSP can access the
 783 TFG and the CAS on the TEAMs website [https://eta-](https://eta-teams.transport.mil/teams/login)
 784 [teams.transport.mil/teams/login](https://eta-teams.transport.mil/teams/login).

785 2. Failure to review the TFG for installation policies for pickup and delivery requirements
 786 may result in non-payment of detention, demurrage and/or storage charges.

787 3. Failure to review the TFG for installation operating hours may result in late shipments.

788 4. When delivering or loading cargo on a DoD Commercial Bill of Lading (CBL) at a
 789 commercial industry facility, the following DoD (Federal) Holidays may not be
 790 observed. As long as the facility is open for normal business hours, holiday pick-up or
 791 delivery charges will not be authorized unless specifically listed on the CBL by the
 792 issuing US Government office. Holidays affected by this policy:

793 a. Martin Luther King Jr. Day

794 b. President's Day

795 c. Memorial Day

796 d. July 4th

797 e. Labor Day

798 f. Columbus Day

799 g. Veterans' Day

800 h. Juneteenth

801 IV. DOD STANDARD TENDER OF FREIGHT SERVICE

802 A. GENERAL TENDER OF SERVICE INFORMATION:

803 1. This paragraph governs use and application of the DOD Standard Tender of Freight
 804 Service, HQ SDDC 364-R (Appendix I, see pg. 257). This format shall be used by all
 805 TSPs to submit tenders to compete for non-FAR, or by exception some FAR-Based
 806 contracted, DOD transportation requirements.

807 2. All tenders are filed via the Tender Entry on the Web (TEOW) module, except when
 808 explicitly exempted by this publication, accessed through the Transportation Enterprise
 809 Access Management System (TEAMS), Global Freight Management (GFM) system.

810 a. Refer to the TEOW User Manual at <https://gfm.transport.mil/teowform/teow.pdf> for
 811 instructions on how to use the application. Training is provided through webinars and
 812 can be requested via the Systems Response Center at 800-462-2176, Option 3 for
 813 GFM, or by sending an e-mail to [usarmy.scott.sddc.mbx.omb-for-gfm-](mailto:usarmy.scott.sddc.mbx.omb-for-gfm-training@mail.mil)
 814 training@mail.mil. If unable to electronically file tenders, the TSP should contact the
 815 GFM Help desk at 800-462-2176 or send email to [usarmy.scott.sddc.mbx.G6-SRC-](mailto:usarmy.scott.sddc.mbx.G6-SRC-GFM-HD@mail.mil)
 816 GFM-HD@mail.mil.

817 3. Tenders submitted in response to HQ SDDC solicitations, and other negotiated actions
 818 shall be published in the Standard Tender format, unless otherwise specified by the terms
 819 and conditions of those actions.

820 a. Negotiated tenders are entered by TSPs only after shipment award by ITO.

821 4. The Standard Tender format shall be used for TSPs that wish to file certain Less-Than-
 822 Truckload (LTL) and Truckload (TL) Class 100 rates. The baseline Class 100 rates and
 823 minimum charges contained in this publication shall serve as a basis for TSPs actual rates

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- 824 and charges for DOD shipments in intrastate commerce, and shipments from to and
825 between those points in the CONUS, Alaska and/or Canada specified in the individual
826 TSP tenders. Class 100 Rates may only be used in connection with Rate Qualified “PQ”,
827 in the DOD tender.
- 828 5. Shipments excluded from the Standard Tender format are courier; package express Mode
829 R; Driveaway, Driveaway/Towaway, unaccompanied baggage to or from Alaska; and
830 privately-owned mobile homes or vehicles.
- 831 6. Exempt from filing electronic tenders in TEOW: Surface mode (O) Water is currently
832 unsupported in TEOW/GFM. TSPs registered in this mode may submit tenders using
833 the Uniform Tenders of Rates and/or Charges For Transportation Services, Optional
834 Form (OF) 280 (Appendix I, see pg. 262) or manual HQ SDDC Form 364-R.
835 Additionally, certain HQ SDDC negotiated solicitations may direct submission of a
836 manual HQ SDDC Form 364-R when awarded freight by an ITO. In either of the above
837 instances email a copy of the applicable tender to HQ SDDC, Special Requirements
838 Branch at usarmy.scott.sddc.mbx.negotiations-team@mail.mil.
- 839 7. The Standard Tender format shall be used for DOD, DOD-sponsored, and other authorized
840 DTS users for intrastate and interstate shipments from, to and between CONUS, Canada,
841 Alaska and Mexico. Only the intrastate tender format is valid for Hawaii and Puerto Rico.
842 By exception, the Standard Tender format for domestic air shipments shall be used for
843 DOD, DOD-sponsored, and other authorized DTS users for intrastate and interstate
844 shipments from, to and between CONUS only.
- 845 8. TSP tender must match FCRP authority (i.e. if authority in FCRP is Motor, only mode (B)
846 Motor tenders may be entered).
- 847 9. TSP will ensure that all allotted spaces in each of the character fields in the HQ SDDC
848 364-R tender or Optional Form (OF) 280 are filled in properly.
- 849 10. Any tender that omits any required data containing special annotations or exceptions
850 shall be considered inapplicable and have no effect to any contract for carriage. Tenders
851 inadvertently accepted and distributed by SDDC which are subsequently determined to
852 not meet or comply with the DOD tender filing instructions, or the applicable rules and/or
853 rate publication, shall be subject to immediate removal. The issuing TSP shall be advised
854 when tenders are removed under these circumstances.
- 855 11. The GFM System will assign to each accepted tender a distribution date and a
856 distribution number.
- 857 12. Negotiated air tender(s) will be approved in rare and unique, case-by-case basis.
858 USTRANSCOM, Commercial Service Branch, TCJ-LC is the approval authority for
859 negotiated air tender(s).
- 860 13. Inquiries concerning the application of the Standard Tender format (except those set forth
861 above) should be directed to SDDC via telephone at (800) 526-1465.
- 862 14. Publications (and any reissues) listed below shall be considered part of this publication,
863 but shall not be specifically listed in Section B of the tender. Any potential conflict

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

864 between the terms of the publications listed below and this publication shall be resolved
865 in favor of the express terms in this publication.

866 a. National Motor Freight Classification (NMFC), Tariff Surface Transportation Board
867 (STB) National Motor Freight (NMF) 100 series published by the National Motor
868 Freight Traffic Association, Inc., Agent, 1001 North Fairfax Street, Suite 600,
869 Alexandria, VA 22314; www.nmfta.org; (703) 838-1810 (commodity item numbers,
870 descriptions, packing and packaging only).

871 b. Defense Table of Distance (DTOD), official mileage guide for DOD,
872 <https://dtod.transport.mil/>.

873 c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American
874 Trucking Associations, Agent.

875 d. Continental Directory of Standard Point Location Codes (SPLC) NMF 102-Series,
876 published by the National Motor Freight Traffic Association, Inc., Agent.

877 e. Directory of Standard Carrier Alpha Codes (SCAC), STB NMF 101-Series, published
878 by the National Motor Freight Traffic Associations, Inc., Agent.

879 f. Closed Circuit Television (CCTV) Guidelines: Field Manual 3-19.30, Physical
880 Security, Chapter 6, January 2001, published by US Army Publications Distribution
881 Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-2893.

882 g. Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C.

883 h. International Civil Aviation Organization Technical Instructions (ICAO).

884 i. International Air Transport Association (IATA).

885 j. Transportation Security Administration Security and Safety Regulations and
886 Guidelines.

887 15. SDDC will apply the mileage computed by the DTOD system for cost evaluation and
888 TSP selection. See Section B, Item 87 (pg. 109), for guidance on hazardous miles. See
889 Section B, Item 119, (pg. 131), for guidance regarding practical mileage. Also, see
890 Section B, Part I (pg. 82), for guidance regarding short-line mileage. Mileage will not be
891 applied when processing air shipments.

892 **B. STANDARD FORMAT OF THE SDDC FORM 364-R TENDER:**

893 1. The SDDC Form 364-R tender can be broken down into five (5) main parts: the
894 administrative sections (Sections A-C); the rates sections (Sections D, E & G-I); The
895 Accessorial Section (Section F); The Non Standard Rates Section (Section J); and
896 appendixes (Appendix A and B). See paragraph C, “Completing the DOD Standard
897 Tender of Freight Service”, below to determine proper application of rate sections and
898 rate tables for specific tender rate applications. (The paper form is used by exception
899 only):

900 a. ADMINISTRATIVE TENDER SECTIONS A-C

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 901 i. SECTION A – CARRIER INFORMATION
- 902 ii. SECTION B – GENERAL TERMS AND CONDITIONS
- 903 iii. SECTION C – CARRIER’S OFFER AND INSTRUCTIONS
- 904 b. TENDER RATE SECTIONS D, E & G THROUGH I
- 905 i. SECTION D – POINT-TO-POINT RATES
- 906 ii. SECTION E – TERRITORIAL RATES
- 907 (1). SECTION E – TABLES A-F
- 908 (a). SECTION E-1 – STATE-TO-STATE RATE MATRIX
- 909 (b). SECTION G – POINT-TO-POINT AIR RATES
- 910 (c). SECTION H – TERRITORIAL AIR RATES
- 911 (d). SECTION I – CONUS TO CONUS EXPRESS SMALL PACKAGE
- 912 (2). ACCESSORIAL RATES SECTION F
- 913 (a). SECTION F-1 – SECURITY ACCESSORIAL SERVICES
- 914 (b). SECTION F-2 – STANDARD ACCESSORIAL SERVICES
- 915 (c). SECTION F-3 – PIPELINE ACCESSORIAL SERVICES
- 916 c. NON STANDARD RATES SECTION J
- 917 i. SECTION J – NON STANDARD RATES (Reserved for HQ SDDC negotiated
- 918 tenders only)
- 919 d. APPENDIX A AND B
- 920 i. APPENDIX A – RAIL ROUTES
- 921 ii. APPENDIX B – TELEPHONE NUMBERS, TENDER CANCELLATIONS
- 922 AND COMMODITIES

923 **C. COMPLETING THE DOD STANDARD TENDER OF FREIGHT**

924 **SERVICE**

925 *ADMINISTRATIVE TENDER SECTIONS A-C – These sections are for providing TSP*

926 *General Information, General Terms and Conditions and TSP Offer and Instructions.*

927 1. General Information - Administrative Tender Sections A-C:

- 928 a. TSP desired lane and rate type service, plus FCRP authorized mode will determine
- 929 what Sections and/or Tables of the 364-R are required to be completed. TSPs are
- 930 cautioned not to file duplicate freight service tenders for the same rate channels, i.e.,
- 931 similar origins, destinations, commodities, equipment codes, etc., in more than one
- 932 tender.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

933 b. This publication shall be considered the governing publication in Section B of the
 934 tender. No other publication for application of rates and charges, unless otherwise
 935 noted in this publication, will apply. Inclusion of an inapplicable publication in
 936 Section B of the tender shall be deemed non-compliant, and shall be rejected.

937 2. Section A - Transportation Service Provider Information

938 *Note: The number following the paragraphs in this item correspond to the Item Numbers in*
 939 *Section A of the tender format.*

940 a. Issuing Carrier: Enter the name, SCAC and complete home office street address of the
 941 carrier issuing the tender of service.

942 b. Telephone: Enter telephone number(s) available to arrange movements under this
 943 tender. TSP may submit up to 20 telephone numbers. Numbers for arranging moves
 944 are to be manned during the hours of 9:00 a.m. to 5:00 p.m. local time Monday
 945 through Friday. Appendix A will show the city and state where the telephone number
 946 is located if it is not a toll free number. Toll free numbers will indicate if any
 947 locations are restricted against their use. Appendix B may also be used to list various
 948 information as provided elsewhere in these instructions.

949 c. Mode - Enter the single character code from the following list that describes the mode
 950 of service offered by the tender.

951 i. TSP must provide a unique SCAC applicable to their DOT authority and
 952 commensurate with their FCRP registration when selecting mode of tender.
 953 For example, if a TSP offers to provide indirect air and motor service, then
 954 they will need at least two SCACs: one for the air and a different SCAC for
 955 the indirect motor. If a TSP will only provide motor service under their carrier
 956 authority and property freight forwarder authority, then they will also need
 957 two SCACs: one for the motor carrier service offered and another SCAC for
 958 freight forwarder services offered.

959 **Figure IV-1, MODES**

Bus	A	Water	O
Truck	B	Shipper Association	P
Pipeline	D	Shipper Agent	Q
Rail	E	Package Express	R
Rail TOFC/COFC Door-to-Door	F	*Driveaway Service	S
Rail TOFC/COFC Plan 3	G	Towaway Service	T
Rail TOFC/COFC Plan 4	H	*Driveaway/Towaway Service	U
Air Freight	K	*Water/Pipeline Intermodal Movements	V
Air Freight Forwarder	L	Shipper Agent (Truck/Rail/Truck)	W
Air Taxi	M	Shipper Agent (Truck)	X
Surface Freight Forwarder	N		

960 *Movements via these modes will utilize the Spot Bid on the Web process.

961 d. Tender Number - Enter the tender number assigned by the TSP

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 962 i. The six-position space allowed for tender numbers must be completely filled in.
963 Alphabetical prefixes, suffixes, and hyphens are not permitted. For example, if
964 a TSP assigns number One to its tender, it would be shown as 000001. If a
965 supplement is being filed, use the two-character field provided to identify the
966 supplement. For example, Supplement No. 1 would be shown as 01.
- 967 ii. Recommend tender and supplement numbers be consecutively numbered.
- 968 iii. Tender number 004000 (is reserved).
- 969 iv. Negotiated tenders must be numbered in the 500,000-series (500,000 through
970 599,999, inclusive).
- 971 e. Supplements:
- 972 i. Only one supplement to a specific tender may be in effect at any one time.
- 973 ii. For voluntary tenders, a supplement can only be used to change Section A
974 (TSP Information). However, the SCAC (Item 1), Mode (Item 2), Application
975 (Item 11), Commodity Classification (Item 14), and parts included in the
976 tender (Item 16) may not be changed. Each time a new supplement is issued,
977 all unchanged Section A data must be brought forward. Section A data not
978 brought forward in the next consecutively numbered supplement to a specific
979 tender will automatically be cancelled. In addition to Section A, Section B
980 (General Terms and Conditions), and Section C (TSP's Offer and
981 Instructions) of the tender supplement shall be completed.
- 982 iii. When a change in SCAC code occurs, cancellation supplements must be
983 issued to each tender filed under the old SCAC and new tenders must be
984 issued under the new SCAC.
- 985 iv. When changing other than Section A, B, or C information, it is recommended
986 that the new tender number be consecutive, cancelling the tender being
987 replaced. Data not brought forward in the new tender will automatically be
988 cancelled.
- 989 f. Cancellation of Tender/Supplement:
- 990 i. If the tender or tender supplement being issued cancels any tender or
991 supplement, list the cancelled tender(s) in this item. To cancel an entire tender
992 and any supplements, enter the base tender number, i.e., enter the six-digit
993 tender number followed by two zeros (00). This cancels the tender and the
994 associated supplement of the tender. To cancel a supplement, the base tender
995 followed by the supplement number. This cancels the supplement but not the
996 tender. Note that a supplement to one tender cannot cancel any other tender.
- 997 ii. TSP may cancel up to 20 tenders with a single tender that will carry forward
998 rates.
- 999 g. Action & Nature of Change - Indicate what the supplement will do and provide a brief
1000 but specific narrative of the nature of the amendment, e.g., "Extend Expiration Date."

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1001 i. Supplements to extend expiration dates must be submitted at SDDC no later
1002 than 24 hours prior to the tender expiration date. This is to meet the GFM
1003 Host daily scheduled batch processing times. Expired tenders cannot be
1004 reinstated retroactively.
- 1005 h. Issue Date - Enter the date of issue in the format requested. This date cannot be prior
1006 to the receipt date, i.e. the current date.
- 1007 i. Effective Date - Enter the effective date of the tender in the format requested.
- 1008 i. When the TSP's intention is to lower its rates, the effective date must be at least
1009 one (1) day after the issue date.
- 1010 ii. When the TSP's intent is to increase rates or charges, or cancels a service in
1011 that tender, the effective date must be at least 15 days after the issue date.
- 1012 iii. If it is the TSP's intent to extend the tender, then issue date must be at least
1013 one (1) day after the issue date.
- 1014 iv. Unlike voluntary tenders, negotiated 500,000 series tenders dates can be
1015 retroactive.
- 1016 j. Expiration Date - Enter the expiration date in the format requested.
- 1017 i. For voluntary tender submissions, the expiration date may not be less than 90
1018 days, or no more than two years from the effective date. An expiration date is
1019 mandatory on all tenders and supplements. A change in the expiration date
1020 stated in a supplement changes the expiration date for the tender.
- 1021 ii. For negotiated tender submissions, the expiration date may not be less than 30
1022 days, or no more than one years from the effective date. A change in the
1023 expiration date stated in a supplement changes the expiration date for the
1024 tender.
- 1025 k. Application (not applicable on modes K, L or M) – Specifies whether the tender
1026 applies to interstate or intrastate traffic. Interstate tenders will not contain any
1027 intrastate rates. If the tender applies to intrastate shipments, insert the U.S. Postal
1028 Service Standard State Abbreviation in the space provided. Intrastate tenders will not
1029 contain any interstate rates. Only one state per intrastate tender is permitted.
- 1030 l. Operating Authority - Motor TSP must list their appropriate DOT operating authority
1031 numbers or appropriate intrastate operating authority numbers. If the service offered
1032 is exempt, enter the word "EXEMPT." This item shall not apply to rail TSP. The
1033 TSP's must have a valid SCAC for each mode of service offered. In other words, TSP
1034 assigned a surface freight forwarder SCAC may not use that same SCAC to submit a
1035 tender for air freight forwarder service. At all times, TSP shall ensure that any
1036 shipment moved, or any portion thereof, is transported pursuant to proper and lawful
1037 operating authority required pursuant to 49 United States Code, federal regulations, or
1038 other applicable authority.
- 1039 m. Equipment - (not applicable on modes K, L or M) Indicate the code for the type(s) of
1040 equipment to be used on a specific tender (see Appendix A). Up to 16 equipment

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1041 codes may be shown on a tender. Trailer-On Flatcar (TOFC)/Container on Flatcar
1042 (COFC) TSPs will indicate the motor equipment provided. No rail equipment codes
1043 shall be entered on the tender.

1044 n. (14) Commodities:

1045 i. Select the applicable classification of commodity codes being used in the
1046 tender.

1047 (3). National Motor Freight Classification (NMFC)

1048 (4). Uniform Freight Classification (UFC)

1049 (5). Department of Defense Unique Codes (DODUC)

1050 (6). Standard Transportation Commodity Codes (STCC)

1051 (d). Enter the up to 16 commodities

1052 ii. A Uniform Freight Classification (UFC) shall be utilized only if a STCC is not
1053 available. National Motor Freight Classification (NMFC) shall be utilized for
1054 motor shipments. Only one type classification tariff may be used on any single
1055 tender. DODUC, however, may be used in conjunction with commodities
1056 shown in either the STCC, NMFC or UFC.

1057 iii. List the classification numbers of all commodities to be moved under this
1058 tender unless, as explained below, a DOD unique code has been assigned to
1059 the commodity. When applicable, the STCC/NMFC/DOD Unique item sub
1060 number contributing to the specific description shall be shown. TOFC/COFC
1061 TSP will enter Rail STCC/DOD Unique commodity number(s)/code(s)
1062 covering material to be transported. No exception to the commodity
1063 description published in the classification shall be accepted.

1064 iv. TSP may identify commodities individually by DOD Unique, NMFC, or
1065 STCC (e.g. Aircraft Group: NMFC item 011760 or STCC item 3729990). If a
1066 TSP elects to use a group heading, it will apply to all commodities listed
1067 under that group heading, with no exceptions. If a TSP wishes to limit the
1068 application to one or more individual commodities listed under a group
1069 heading, only the DOD Unique code numbers(s), sub number(s), and
1070 descriptions(s) for those individual commodities shall be entered in item 14.

1071 v. Other than those commodities included in generic groups, such as FAK, groups
1072 of commodities will not be accepted. Those commodities must be listed
1073 individually (STCCs do not have group codes).

1074 vi. Freight All Kinds (FAK) consists of those commodities that TSPs offer to
1075 transport at one inclusive rate or charge regardless of their classification rating
1076 in the NMFC, STCC or UFC, or differing transportation characteristics. These
1077 commodities are described in this publication. TSP filing FAK rates may not
1078 restrict the application of such rates by imposing any further commodity,
1079 density, or classification exclusions. The identification of one FAK

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1080 commodity code in a tender precludes the listing of any other FAK
1081 commodity code in the same tender.
- 1082 **vii.** Because of the unusual transportation needs of DOD material, DOD unique
1083 codes (see Appendix B) must be used in the Standard Tender of Freight
1084 Services to describe the commodities listed. Released values shown for these
1085 commodities have also been assigned by DOD and apply to movements by
1086 both rail and other than rail. For explanation of the classification of
1087 explosives, see 49 CFR, Part 173.50.
- 1088 **viii.** Direct Procurement Method (DPM) shipments of crated household goods and
1089 unaccompanied baggage must move under 100251. Because the DPM
1090 contractor’s warehouse usually is not located at a military installation having
1091 responsibility for DPM shipment, origin must not be a military installation but
1092 should be either a City, State Section, or State.
- 1093 **o.** Released Value Rate - The following applies to the assignment of released valuation
1094 (agreed level of liability assumed by the TSP in transporting a shipment in the event
1095 of loss or damage) when shipments are moved via tenders. Any conflict between this
1096 item and statements inserted by TSP in a DOD tender shall be resolved by giving
1097 precedence to this guidance.
- 1098 **i.** In cases where the shipment has a released value, in the event of loss and/or
1099 damage to a DOD shipment, amount recoverable shall be: (1) the applicable
1100 released value (when stated in dollars and cents per pound in the Released
1101 Value field of the tender) multiplied by the gross weight of the item; or (2) the
1102 declared value of the vehicle(s) and/or item when stated on the BL; or (3) the
1103 released value of the vehicle(s) identified in Tender section of this publication,
1104 but no more than the loss or damage actually sustained in each incident stated
1105 above.
- 1106 **ii.** No exceptions or changes may be made to released value assigned to DOD
1107 unique commodity codes or released value assigned to commodities in either
1108 the NMFC or STCC. In addition, release values cannot be applied to
1109 perishable subsistence. TSPs using NMFCs must ensure that both proper item
1110 and sub number containing desired released value amount are shown. Rail
1111 TSPs must ensure that the proper item is shown. When commodity
1112 descriptions include released value as described in this paragraph, no entries
1113 shall be made. Except for provisions described in this paragraph, commodities
1114 released in value may be published in the same tender with commodities not
1115 released in value.
- 1116 **iii.** Except as otherwise provided in these instructions, tenders containing other
1117 than DOD unique commodity descriptions for which no released value is
1118 provided in the NMFC or STCC, shall be subject to full TSP liability, unless
1119 the filing TSP completes the released value field. If a TSP wishes to limit its
1120 liability by completing the released value field, in no event shall the amount
1121 be less than \$2.50 per pound, or \$1.00 per pound for air shipments.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1122 iv. For shipments containing crated HHG or personal effects commodity code
1123 100251, described in Appendix D, TSP liability for lost and/or damaged cargo
1124 see paragraph 1c of Transportation Service Provider Cargo Liability (LIE)
1125 (pg. xx). When these commodities are identified, no entries shall be made in
1126 the released value field. Except for provisions described in this paragraph,
1127 commodities released in value may be published in the same tender with
1128 commodities not released in value.
- 1129 v. Domestic air tender released value for lost and/or damaged cargo (excluding
1130 crated household goods and personal effects, i.e., commodity code 100251)
1131 shall not exceed \$1.00 per pound per piece or \$100 per piece, whichever is
1132 greater, but not to exceed actual value of articles lost or damaged plus the
1133 amount of applicable transportation charges. Except for provisions described
1134 in this paragraph, commodities released in value may be published in the same
1135 tender with commodities not released in value.
- 1136 vi. When using driveway or towaway service, specific vehicles identified in the
1137 motor section of this publication will always be subject to a released value not
1138 exceeding \$20,000 for each vehicle in the shipment. When these commodities
1139 are identified, no entries shall be made in the released value field.
- 1140 p. Parts of Standard Tender Included – Enter an “X” in the appropriate spaces to indicate
1141 which sections (Section D, Section E, Section E-1, Section F, Section G, Section H,
1142 Section I, Section J, Section K, Appendix A) are included in the tender. In addition to
1143 the “X” in Section E space, TSPs will enter an “X” in the space provided if either
1144 Table E (Rate Matrix) or Table F (Dromedary Service Rate Matrix) is included in the
1145 tender. See paragraph C, 5, “General Information – Tender Rate Sections D, E, G
1146 Through I” for conflicting rate sections.

1147 3. Section B - General Terms and Conditions

- 1148 a. Section B contains general terms and conditions which cannot be modified, deleted, or
1149 otherwise altered by the TSP. In “Governing Publications,” TSP tenders list this
1150 publication as the only governing publication. If a TSP lists another governing
1151 publication in the tender submission, then the tender is subject to removal as an
1152 improper tender.
- 1153 b. TSP must annotate the appropriate block(s) if the rates or charges in the tender may be
1154 used to construct combination rates or proportional rates. If none of the blocks are
1155 annotated, the rates and charges will not be used to construct combination rates or
1156 proportional rates.

1157 4. Section C - Transportation Service Provider’s Offer and Instructions

- 1158 a. Enter Name, Title, Address, and Telephone Number of the authorized representative.
1159 This must be a representatives authorized to answer question and address tender
1160 errors if contacted by SDDC.

1161 ***TENDER RATE SECTIONS D, E & G THROUGH I - These sections are used to quote rates***
1162 ***for transportation.***

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1163 1. General Information - Tender Rate Sections D, E & G Through I:

1164 a. Application of Rate Qualifiers: Rate qualifiers are two character codes that indicated
 1165 the application of rates in a tender. Figure IV-2 below provides specific instructions
 1166 each rate qualifiers use and formatting.

1167 **Figure IV-2: Application of Rate Qualifiers:**

Rate Qualifier	Description	X12 Code	Section					Rate Quotation Left/Right (1)	
			D	E-Table	E-1	G & H	I		
BB	Per Barrel	BR	X (2)(5)					\$/w, or \$/wf, or /wf	
DH	Per CWT per Dromedary Shipment	HD	X (2)	B(2) & F(2)				\$/w	
DL	Per Dromedary Service Shipment	DR	X	B & F				\$/w	
DZ	Per CWT per Mile Per Dromedary Shipment (4)	DS		B(2) & F(2)(3)				w/f	
PA	Per Container(10)	PA	X	E				\$/w	
PC	Per Rail Car Used	VR	X	E				\$/w	
PG	Per Gallon (4)	PG	X(2)	B(8) & E(2)				\$/wf	
PH	Per CWT (8)	CW	X	B(2) & E(2)		X(9)		\$/w	
PJ	Per Mile Per Vehicle Moved	MV		A & B(2)				\$/w	
PL	Per Vehicle Used	VH	X	E				\$/w	
PM	Per Mile Per Vehicle (Car) Used (8)	VU		A	X(6)			\$/w	
PQ	Percent of Class Rates	AV		D				Whole %	
PV	Per Vehicle Moved	VA	X(2)					\$/w	
PY	Per Gallon Per Mile (4)	PY		B(2) & E(2)(3)				w/f	
PZ	Per CWT Per Mile (4)(8)	HM		B & E(8)	X(6)			w/f	
ST	Per Short Ton	ST	X	C(2)				\$/w	
PS	Per Shipment	PS		Section I Only			X(9)		\$/w

1. Left of Decimal/Right of Decimal: \$ = dollars; w = whole cents (first two places to left or right of decimal dependent on Rate Qualifier); wf = whole cents (first two places to the right of decimal) & fractions of a cent (next two places to the right of decimal); f = fraction of a cent (to four places to the right of decimal).
2. Rates/charges must regress from left to right as minimums (Pounds/Gallons/Quantities) increase.
3. Rates must regress as mileage blocks increase.
4. See Section E, Territorial Rates, paragraph 7.e.
5. In Section D, per barrel rates (BB), may be stated as follows: For example, \$1.50 (\$/w) per barrel is entered as 0001.5000; or \$1.5025 (\$/wf) per barrel is entered as 0001.5025; or 50.25 cents (/wf) per barrel is entered as 0000.5025
6. See Section E-1, State to State Rate Matrix, paragraph 8.b to 8.d
7. Different rate qualifies may be used in the same tender provided they are used in different sections. A tender, however, with rates in only one section can have only one rate qualifier.
8. Rates must be lower or same rates for higher minimum weights and lower mileage groups (blocks) for rate qualifiers PH and PZ, and rates must be lower or same rates for high mileage group (blocks) for rate qualifier PM.
9. For lower levels of service, the rates must be the same or decrease in value. Rates must be the same or decrease in value as the weight level increases in pounds.
10. When the PA, Per Container option is used the following Container Size options are available:
 PA1 – Container, 19 FT or Less;

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

Rate Qualifier	Description	X12 Code	Section					Rate Quotation Left/Right (1)
			D	E-Table	E-1	G & H	I	
	PA2 – Container, 20 FT PA3 – Container, 21-30 FT PA4 – Container, 31-39 FT PA5 – Container, 40 FT PA6 – Container, Over 40 FT							
NOTE: In Section E, Table B, the fifth entry to the right of the decimal must be "0"								

1168
1169
1170
1171

b. To prevent the submission of duplicating or conflicting rates in the same tender, the following guidelines must be followed when submitting different rate sections in the same tender:

1172
1173

i. Section D - Interstate Point-to-Point Rates. May be submitted with either Section E or Section E-1, but not both.

1174
1175

ii. Section D - Intrastate Point-to-Point Rates. May be submitted with Section E (Intrastate Application Only). May not be submitted with Section E-1.

1176
1177
1178

iii. Section E - Interstate Territorial Rates. May be submitted with Section D (Interstate Application Only). May not be used when submitting rates in Section E-1.

1179
1180

iv. Section E – Intrastate Territorial Rates. May be submitted with Section D (Intrastate). May not be submitted with Section E-1.

1181
1182
1183

v. Section E-1 – State-to-State Rate Matrix. May be submitted with Section D (Interstate Application Only). May not be used when submitted rates in Section E.

1184
1185

vi. Section G – Point-to-Point Air Rates. May be submitted with Section H (Territorial Air Rates).

1186
1187

vii. Section H - Territorial Air Rates. May be submitted with Section G (Point to Point Air Rates).

1188

c. Construction of Origins and Destinations:

1189
1190
1191

i. Service to all points in the CONUS shall be indicated by 9C in the first two positions of the SPLC field, followed in the location column by the narrative CONUS.

1192
1193
1194

ii. Service to all points in SPLC regions shall be indicated by using the appropriate alpha-numeric code from the following list, followed in the location column by a narrative description:

<u>Regional Grouping</u>	<u>Code</u>	<u>Narrative Description</u>
Region 0	0R	(Canada; NF & PE, NS, NB, PQ, ON, MB, SK, AB, BC, NT, YT)

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Region 1	1R	(ME, VT, MA, RI, CT, NY, NJ, NH)
Region 2	2R	(PA, DE, MD, DC, VA, WV, KY)
Region 3	3R	(MI, WI, OH, IN, IL)
Region 4	4R	(NC, TN, SC, GA, AL, MS, FL)
Region 5	5R	(MN, ND, SD, IA, NE, MO, KS)
Region 6	6R	(AR, OK, LA, TX)
Region 7	7R	(MT, WY, CO, UT, NM, AZ)
Region 8	8R	(ID, WA, OR, NV, CA ([not Alaska or Hawaii]))

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iii. Service to all points in a state shall be indicated by the two-letter U.S. Postal Service Standard State Abbreviation in the first two positions of the SPLC field, followed in the location column by a narrative description. Do not use the SPLC numeric designation for state application.

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iv. Service to all points within a section of a state shall be indicated by using the appropriate alpha-numeric code from the list below, followed in the location column by a narrative description.

<u>Zone</u>	<u>Code</u>	<u>Zone</u>	<u>Code</u>
New York, East Section	17Z	Kansas, East Section	58Z
New York, West Section	18Z	Kansas, West Section	59Z
Pennsylvania, East Section	20Z	Arkansas, North Section	60Z
Pennsylvania, West Section	21Z	Arkansas, South Section	61Z
Virginia North Section	25Z	Oklahoma, East Section	62Z
Virginia, South Section	26Z	Oklahoma, West Section	63Z
Kentucky, North Section	28Z	Louisiana, East Section	64Z
Kentucky, South Section	29Z	Louisiana, West Section	65Z
Michigan, North Section	30Z	Texas, Northeast Section	66Z
Michigan, South Section	31Z	Texas, Northwest Section	67Z
Wisconsin, North Section	32Z	Texas, Southeast Section	68Z
Wisconsin, South Section	33Z	Texas, Southwest Section	69Z
Ohio, North Section	34Z	Montana, East Section	70Z
Ohio, South Section	35Z	Montana, West Section	71Z
Indiana, North Section	36Z	Wyoming, East Section	72Z
Indiana, South Section	37Z	Wyoming, West Section	73Z
Illinois, North Section	38Z	Colorado, East Section	74Z

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<u>Zone</u>	<u>Code</u>	<u>Zone</u>	<u>Code</u>
Illinois, South Section	39Z	Colorado, West Section	75Z
North Carolina, East Section	40Z	Utah	76Z
North Carolina, West Section	41Z	New Mexico, East Section	77Z
Tennessee, East Section	42Z	New Mexico, West Section	78Z
Tennessee, West Section	43Z	Alaska, South Section	80Z
Georgia, North Section	45Z	Alaska, Central Section	81Z
Georgia, South Section	46Z	Alaska, North Section	82Z
Iowa, East Section	53Z	California, North Section	87Z
Iowa, West Section	54Z	California, South Section	88Z
Missouri, North Section	56Z		
Missouri, South Section	57Z		

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v. Standard Point Location Code (SPLC): Specific origins and destinations used in a tender shall be obtained from the Continental Directory of Standard Point Location Codes, NMF 102H, or subsequent issue thereof, issued by the National Motor Freight Traffic Association, Inc. Region and zone construction is explained above and will take priority over the instructions in the SPLC directory.

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(7). Rates require a nine-digit SPLC for each specific origin and destination. An alphabetical arrangement of sub-code locations is published in the SPLC directory. Origins or destinations not found in the sub-code locations shall be found in the motor TSP section of the SPLC directory. Motor TSP codes are assigned a six-digit number and three zeroes shall be added to the end of the six-digit code to establish the required nine-digit SPLC. DOD installations and activities are assigned a specific nine-digit SPLC. Do not use six-digit SPLCs with text description “Military Facility.” Rail TSP will use the specific DOD installation nine-digit SPLC when serviced either directly or through an interchange with a Government railroad. Railhead SPLCs will not be used.

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(8). Tenders showing the SPLC of a city will apply to all DOD activities within the city limits of the named city. If a TSP elects to serve only one activity, the nine-digit SPLC of the activity must be used.

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(a). The alpha or numeric designation of the specific point or geographic area (CONUS, Region, State, or Zone) will take precedence over the narrative description in the location space.

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d. Fractions

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1228 i. Fractions of a cent resulting from independently established rates, percentages
1229 to the baseline class rates and minimum charges, and accessorial charges,
1230 shown in this publication, shall be disposed of as follows:
- 1231 (1). Fractions of less than one-half of one cent shall be omitted.
- 1232 (2). Fractions equal to or greater than one-half of one cent shall be increased to
1233 the next whole cent.
- 1234 ii. Fractions of a pound resulting from the application of a TSP's independently-
1235 established rates and accessorial charges shall be rounded to the next higher
1236 pound.

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1238 2. Section D. Point- to- Point Rates

1239 *This section is used to quote rates for transportation from, to, or between specific cities or*
1240 *military installations.*

- 1241 a. Indicate the two-character code for the rate qualifier to be used in this section. Only
1242 one rate qualifier may be used in each section. The weight/volume/quantity fields of
1243 this section shall be used to show the minimum weight, volume, or quantity. If the
1244 rate qualifier selected is PH or DH, show the minimum weight in pounds. If the rate
1245 qualifier selected is PG, show the minimum volume in gallons. If the rate qualifier is
1246 ST, PL, PC, DL, PV, or BB show the minimum quantity in number of short tons,
1247 number of trailers, number of rail cars, number of dromedary loads, number of
1248 vehicles, or number of barrels, respectively. Tank truck TSP can only use rate
1249 qualifier PG in this Section. Rail TSP offering TOFC/COFC service may use either
1250 rate qualifier PL or PH. Other restrictions that apply to rate qualifiers are:

1251 i. PV: For vehicles including tank vehicles on rail flat, bi-level, and tri-level cars
1252 or in motor driveway or towaway service. (This applies to the number of
1253 shipper's vehicles loaded on TSP equipment).

1254 ii. BB: For pipeline and water TSP only.

1255 iii. PG: For TSP of bulk liquid commodities, other than pipeline or water TSP.

1256 iv. PA: For Rail TSP only.

- 1257 b. Less-than-truckload (LTL) shipments may be included in this section and are restricted
1258 to rate qualifier PH. Dromedary service TSP for LTL shipments will use rate
1259 qualifiers DH and DL. TSP have the option of submitting LTL rates in Section D, or
1260 in Table B or Table D (percent of class rates) of Section E (Territorial Rates).

1261 c. The fields listed as Columns A, B, C, and D in minimum weight volume or quantity
1262 will match the columns indicated in Rates in Section D. Examples of how to use this
1263 section are as follows:

- 1264 i. Minimum weight, volume, or quantity:

<u>Rate Qualifier</u>	<u>Column A</u>	<u>Column B</u>	<u>Column C</u>	<u>Column D</u>
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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

PH	000500	001000	002000	005000
ST	000001	000005	000010	000020
PL, PC, DL	000001	000002	000003	000004
PG	002500	003500	005000	007000
PV	000001	000002	000003	000004
BB	000001	100000	500000	999999
DH (AD)	002500	005000	xxxxxx	xxxxxx
DH (A10)	007500	010000	xxxxxx	xxxxxx

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ii. Rates:

<u>Rate Qualifier</u>	<u>Column A</u>	<u>Column B</u>	<u>Column C</u>	<u>Column D</u>
PH	0030.0000	0025.0000	0020.0000	0015.0000
ST	0040.0000	0036.0000	0035.0000	0030.0000
PL, PC, DL	3000.0000	2900.0000	2800.0000	2700.0000
PG	0000.0525	0000.0498	0000.0400	0000.0325
PV	0900.0000	0800.0000	0700.0000	0600.0000
BB	0000.7500	0000.5000	0000.4000	0000.2500
DH (AD)	0019.2500	0018.2500	xxxxxx	xxxxxx
DH (A10)	0022.0000	0021.0000	xxxxxx	xxxxxx

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d. All minimum weights, volumes and quantities shall be listed in ascending order when more than one is used. Any minimum amounts shown on the tender shall be limited to the lawful weight, volumes and quantities for the type of equipment specified in Section A.

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e. TSP may use all eight columns and add pages as needed. For example, page 1 of Section D might show the minimum weights as follows: Column A: 000500; Column B: 002500; Column C: 005000; Column D: 010000 Column E: 012500; Column F: 015000; Column G: 020000; Column H: 025000. Minimums of less than 20,000 pounds shall be considered LTL and minimums of 20,000 pounds and greater shall be considered TL.

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f. Dromedary Service Only - No other type of equipment shall be shown in Equipment field of Section A. Four types of dromedary service are recognized (see Section B, II, Item 25, pg. 99 for definitions):

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i. Dromedary without mechanical restraining device equipment code AD, and Dromedary with mechanical restraining device equipment code AD6. If either of these services are offered on a per hundredweight per dromedary service shipment basis (rate qualifier DH), alternating rates between the lower and higher minimum weights of 2,500 and 5,000 must be used. TSP must enter 002500 in Column A, and 005000 in Column B. Then both Columns A and B must be completed with the applicable rate for each minimum. If offering this service on a per dromedary basis (Rate Qualifier DL), show minimum quantity of dromedaries. Column A must be 000001. No minimum weights

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1290 may be entered. In Column A, the flat charge per dromedary service shipment
 1291 shall be listed.

1292 ii. 410 dromedary without mechanical restraining device equipment code A10,
 1293 and 410 dromedary with mechanical restraining devices equipment code A16
 1294 shall be offered in the same manner explained in the paragraph above.
 1295 Minimum weights shall be 7,500 and 10,000 pounds in lieu of the 2,500 and
 1296 5,000 pounds for regular dromedaries.

1297 iii. Tender Use

1298 (3).Rate Qualifiers:

1299 (b).DH (Per Hundredweight Per Dromedary Service Shipment)

1300 (c).DL (Per Dromedary Service Shipment)

1301 (d).DZ (Per Hundredweight Per Mile Per Dromedary Service Shipment)

1302 iv. Tender Sections Authorized for Use - The chart which follows provides the
 1303 information necessary for use of the Dromedary Service Equipment Types in
 1304 preparation of a Standard Tender:

1305 (4).Section D (Column A and B)

<u>Section A</u> <u>Type</u> <u>Equipment</u>	<u>Alternate</u> <u>Equipment</u> <u>Section A *</u>	<u>Minimums</u>	<u>Minimum</u> <u>Regression **</u>	<u>Mileage</u> <u>Regression</u> <u>**</u>
Rate Qualifier DH				
AD	AD or AD6	2,500 & 5,000	Yes	N/A
AD6	AD or AD6	2,500 & 5,000	Yes	N/A
A10	A10 or A16	7,500 & 10,000	Yes	N/A
A16	A10 or A16	7,500 & 10,000	Yes	N/A
Rate Qualifier DL				
AD	AD or AD6	***	Yes	N/A
AD6	AD or AD6	***	Yes	N/A
A10	A10 or A16	***	Yes	N/A
A16	A10 or A16	***	Yes	N/A

1306 *Equipment listed may be shown on the same tender as long as rates and
 1307 provisions are the same for either type of equipment. No other type
 1308 equipment may be included in tender.

1309 ** Rate must be lower, not same or higher, as minimum/mileage
 1310 increases.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1311 *** Minimum quantities in number of dromedary service shipments, e.g.,
1312 one dromedary service shipment would be stated as 000001, two as
1313 000002, etc.

1314 (5). Section E, Table B or F (See also Section E, Territorial Rates for further
1315 instructions.)

1316 (e). Rate Qualifier DH - same as DH above except mileage regression
1317 applies in Table F.

1318 (f). Rate Qualifier DL - same as DL above except only 00001 (one
1319 Dromedary) may be used. Enter in first column of Table F.

1320 (g). Rate Qualifier DZ - same as DH for these Tables

1321 g. Table of Rates

1322 i. All rates are to be regressive. A TSP may not offer the same rate or a higher rate
1323 for a higher minimum weight, volume, or quantity. List rates or charges in
1324 spaces provided for each pair of points for each service. TSPs choosing to
1325 offer either same or varying rates or charges from origin up to three
1326 destinations will enter applicable rate or charge in the appropriate column(s).

1327 ii. If service is offered from same origin to more than three destinations, origin
1328 SPLC must be entered in each origin field provided in Section D. In other
1329 words, a single page Section D submission can accommodate rates from one
1330 origin to 15 destinations. The origin SPLC must be reentered in the second,
1331 third, fourth, and fifth origin SPLC fields. If this structure is used, TSP
1332 choosing to offer either the same or varying rates or charges from the origin to
1333 all of the up to 15 destinations will enter that applicable rate under the
1334 appropriate column(s) on the same line as each of the up to 15 destinations.

1335 iii. In appropriate columns, list rates or charges for the service offered as
1336 described in paragraph c of this Section. Only “Per Gallon” and “Per Barrel”
1337 rates may be quoted in fractions of a cent. Rates quoted in fractions of a cent
1338 using any other rate qualifier shall be rejected. In the columns provided, rail
1339 TSP may offer incentive rates when using qualifier PH (per hundredweight) or
1340 PG (per gallon). Incentive rates will apply to freight loaded in the same rail
1341 car and shall be applicable to any weights/gallons which are greater than the
1342 highest minimum weight/gallon per rail car shown in paragraph c, Columns
1343 A, B, C, or D. Rates must be lower than the per hundredweight or per gallon
1344 rate applicable to the highest minimum weight/gallon per car shown in
1345 paragraph c, and serves as an incentive for loading heavier weights/gallons on
1346 rail cars. Procedures for completing incentive rates are the same as described
1347 in the first two paragraphs of this item.

1348 h. Rail TSP has the option of entering route numbers in rail route column that
1349 corresponds to route numbers listed in Appendix A. Rail TSP must ensure that rates
1350 or charges for given origin/destination combinations are the same, regardless of route
1351 traveled, for the same weight.

1352 3. Section E. Territorial Rates

1353 *This section provides instructions on rates from, to, or between geographic areas, or between*
 1354 *geographic areas and specific points.*

1355 a. Origins and Destinations.

1356 i. Section E is used for quoting rates to/from/between geographic locations
 1357 expressed in any of the four methods, CONUS, Regions, State, or Zone.
 1358 Although specific SPLCs may be used either for origins or destinations,
 1359 Section E is not applicable to point-to-point SPLCs.

1360 ii. Use of a code, which indicates a geographic area rather than a specific point,
 1361 implies service to all points in that area. TSP wishing to exclude certain
 1362 locations will list the SPLC in the “Exceptions SPLC” field.

1363 iii. Rail TSP also have the option of entering route numbers in the rail route
 1364 column that correspond with the rail route numbers listed in Appendix A. This
 1365 field is provided for the convenience of rail TSP.

1366 iv. When rail TSP offer territorial rates, which includes given point pairs, rail TSP
 1367 must ensure that rates or charges are the same, regardless of the route traveled,
 1368 for the same weight.

1369 b. If the service to be offered is to apply in both directions, annotate the “Between Flag”
 1370 field.

1371 c. TSP may exclude up to a maximum of 16 specific points from the territorial
 1372 application of Section E in each tender. Exclusions will only be shown on the first
 1373 page of Section E and will apply to the entire Section. Only points published in the
 1374 SPLC Directory may be excluded. When a city SPLC is used, the exclusion applies to
 1375 all DOD installations having the same first six digits followed by a three-digit
 1376 installation designator. In the spaces provided, the excluded nine-digit SPLC and
 1377 accompanying narrative locations must be shown. TSP must indicate whether the
 1378 points are excluded as origins and/or destinations by annotating Origin and/or
 1379 Destination fields.

1380 d. If multiple pages are required to express the territorial application in a tender, each
 1381 individual page of origins and destinations will stand alone for rate application. If, for
 1382 example, there are six pages (E-1 through E-6) of territorial applications, rates will
 1383 not apply from origins on page E-1 to and/or between destinations on any of the other
 1384 five pages.

1385 e. Rate Qualifier - See Figure IV-3, Application of Rate Qualifiers above. Only one Rate
 1386 Qualifier may be used in Section E of each tender. Limitations exist on certain rate
 1387 qualifiers. PG or PY are required for bulk liquid commodities, other than pipeline or
 1388 water TSP. PQ applies to both less-than-truckload and truckload shipments. PJ rates
 1389 apply only to vehicles on rail flat, bi-level, or tri-level cars, or in driveaway or
 1390 towaway service. DL, DH and DZ are subject to the specific instructions shown for
 1391 Tables B and F, below.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1392 i. When rate qualifiers DZ, PZ, or PY are used, the rate shall be expressed by up
1393 to four numbers to the right of the decimal point, in fractions of a cent. Only
1394 in rare instances would rates be equal to or greater than one whole cent.
- 1395 ii. Computation of per hundredweight per mile charges shall be performed in the
1396 following manner. For example, assume a TSP offers a rate of 00.2650 cents
1397 per hundredweight per mile on 43,231 pounds at a distance of 500 miles.
1398 GFM will first convert this charge to a fraction of one dollar, or .00265 per
1399 hundredweight per mile. Then the computation shall be $43,231 \text{ pounds}/100 =$
1400 $432.31 \text{ cwt. units}; 432.31 \text{ cwt. units} \times .00265 = \$1.1456215 \text{ per mile};$
1401 $\$1.1456215 \text{ per mile} \times 500 \text{ miles} = \$572.81 \text{ charge. All per hundredweight}$
1402 $\text{per mile, and per hundredweight per mile per dromedary service shipment}$
1403 $\text{charges shall be computed in the same manner.}$
- 1404 iii. Computations of per gallon per mile shall be performed in the following
1405 manner. For example, a "PY" rate (per gallon per mile) of .0365 cents per
1406 gallon per mile, stated in Table B as 0.0365, or in Table E as 0.0365, would be
1407 converted by GFM to .000365. Therefore, the charge on a shipment of 5,000
1408 gallons moving 200 miles is computed as: $.000365 \times 5,000 \text{ gallons} = \1.8250
1409 $\text{per mile} \times 200 \text{ miles} = \$365.00. (\text{Rounding to the nearest whole cent will not}$
1410 $\text{occur until total line-haul cost is computed.})$
- 1411 (1). When rate qualifier PG is used, TSP must express their rates as follows: If
1412 rate is 5.25 cents per gallon, TSP would enter 0.0525 in Table B. In Table
1413 E, the entry would be 0.0525.
- 1414 f. Rate Tables - Only one of the Rate Qualifiers authorized for each Table in Section E
1415 may be used to quote rates for that Table in an individual tender. In addition, only one
1416 type Table (A through F) may be used in an individual tender. Any number of Tables
1417 A through D may be included, e.g., three Table B but not one Table B and one Table
1418 C. Only one Table E or Table F may be used. In all Tables all rates must regress, i.e.,
1419 must not be the same or higher, from left to right as minimum
1420 pounds/gallons/quantities increase. If using Table E, Rate Qualifier PY or PZ, or
1421 Table F, Rate Qualifier DZ, rates must also regress as mileage blocks increase. Rate
1422 Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also regress mileage
1423 blocks increase.
- 1424 i. TABLE A
- 1425 (1). Use Table A to publish a single rate and minimum charge (if desired) to
1426 apply for Rate Qualifier PM or Rate Qualifier PJ.
- 1427 ii. TABLE B

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1428 (1). Use this table to quote rates for Rate Qualifiers PJ, PH, PG, PZ, PY, DL,
1429 DH, or DZ. Four minimum quantities (expressed in pounds, gallons, or
1430 vehicles) may be used. Minimums for shipments weighing less than
1431 10,000 pounds may be included, provided PH or PZ are used. If using PJ,
1432 four minimum numbers of vehicles may also be shown. Tank truck TSP
1433 may also use this table, but are restricted to the use of PG or PY. Only
1434 rates for PZ, DZ, PY, and PG can be expressed in fractions of a cent. The
1435 minimum quantity for DL shall be “1” shipment.
- 1436 (2). Charges for DL are the only charges that can use all four positions to the
1437 left of the decimal point in the rate spaces. Offering dromedary rates and
1438 service under this Table (i.e., Regular and 410 Dromedary Service) using
1439 DH or DL shall be as prescribed in Section D of these instructions.
1440 Offering dromedary service using DZ shall be as prescribed for PZ, except
1441 that only two minimums may be used for DZ. A minimum charge may
1442 only be submitted for PZ, DZ, PY, or PJ.
- 1443 (3). Minimum charge applicable to PJ rates under this Table will apply per
1444 vehicle used rather than per vehicle moved. If two vehicles are moving on
1445 a flat bed, the minimum charge is applicable to that flatbed (per vehicle
1446 used), not to each of the two vehicles moved on the flat bed.
- 1447 (4). Rail TSP may offer incentive rates when using PH, PZ, PY, or PG.
1448 Incentive rates will apply to freight loaded in the same rail car and shall be
1449 applicable to any weight/gallons, which are greater than the highest
1450 minimum weight/gallon shown in the table. Rates must be lower than the
1451 per gallon rate, per hundredweight rate, per hundredweight per mile, or per
1452 gallon per mile rate applicable to the highest minimum weight/gallon
1453 shown and thus serve as an incentive for loading heavier weights on rail
1454 cars.
- 1455 (5). Procedures for computing PZ, PY, and DZ charges are explained in
1456 paragraph e of this section and these instructions must be followed in
1457 order for the charges based on rates in this table to be accurate.
- 1458 (6). Up to eight minimum quantities are allowed in Table B. If this procedure
1459 is followed and minimums of less than 20,000 pounds and 20,000 pounds
1460 and greater are used, the minimums of 20,000 pounds and greater shall be
1461 considered truckload minimums. One minimum charge will apply to all
1462 minimum quantities if this procedure is used, and may only be used for
1463 PY, PJ, PZ, and DZ.
- 1464 (7). Heavy haulers may restrict a minimum weight to one specific type of
1465 equipment by submitting a tender with only that equipment code listed
1466 Section A, Equipment field.

1467 **iii. TABLE C**

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1468 (1). This table is used to quote rates for a minimum number or quantity of
1469 short tons (2,000 pounds), Rate Qualifier ST. Three minimums may be
1470 expressed.

1471 iv. TABLE D

1472 (1). This table quotes rates as a percentage of the SDDC baseline Class 100
1473 rates and minimum charges. Rate Qualifier “PQ” applies. Pricing under
1474 this table is for shipments in all weight categories. In the minimum charge
1475 block, TSP must enter an across-the-board percentage, which is above,
1476 below, or equal to the minimum charges specified Class 100 Rates in this
1477 section. TSP also have the option of entering in the block provided a
1478 percentage which is above/below/equal to the baseline Class 100 rates for
1479 either FAK or Specific NMFC or DOD Unique Commodities. Be sure to
1480 show the applicable commodity codes in Section A, Commodity Code
1481 field. Keep in mind that the words “Less Than Truckload” have no
1482 application in Table D of Section E.

1483 v. TABLE E

2ND DRAFT

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1484 (1). This table is used to quote rates for PC, PL, PH, PZ, PG, or PY in a matrix
1485 format. When minimums are expressed in pounds, PH and PZ shall be
1486 used. When minimums are expressed in gallons, PG and PY shall be used.
1487 Tank truck TSP may use this Table, but are restricted to the use of PG or
1488 PY. PC and PL do not require minimums. Mileages are indicated in four
1489 columns next to weight fields that require completion.
- 1490 (2). Fields in Table E allows rail and motor TSP to offer flat charges
1491 regardless of the weight of shipment. No other rate qualifier can be used in
1492 conjunction with this Table. Each rate qualifier has its own designated rate
1493 table format. Rail TSP when offering TOFC/COFC service, have the
1494 option of using motor rate qualifiers PH, PZ or PL. Tank truck TSP
1495 offering equipment code AT2 (Tank over 8,000 gallons) will use the 8,000
1496 gallon column.
- 1497 (3). Procedures for computing charges for Rate Qualifiers PZ and PY are
1498 explained above in paragraph e of this section and must be followed in
1499 order for charges to be accurate.
- 1500 (4). Rate Qualifier PH rates shall be expressed in whole dollars and cents. For
1501 example, if a TSP offers a rate of 01.5000 (\$1.50) per hundredweight on
1502 43,231 pounds at a distance of 500 miles (distant bracket 451-500), the
1503 computation shall be: $43,231 \text{ pounds} / 100 = 432.31 \text{ cwt units}$, 432.31 cwt
1504 $\text{units} \times 1.50 = \648.47 charge .
- 1505 (5). Minimum weight, gallon or mileage columns will not be altered. TSP are
1506 free to provide rates for any or all minimums, limited only by their ability
1507 to perform. TSP must ensure rates are provided in every field, from the
1508 lowest to the highest mileage bracket, covered in tender's territorial
1509 application. For example, if service is offered from VA to MD, the
1510 mileage bracket reflecting the maximum possible distance between points
1511 in these two states must be completed. Rates must be included for the
1512 same minimum columns on each mileage line used. Per hundredweight
1513 rates cannot be stated in fractions of cents.
- 1514 (6). Rail TSP may offer incentive rates when using Rate Qualifiers PH, PZ, PY
1515 or PG. Incentive rates will apply to freight loaded in the same rail car and
1516 shall be applicable to any weight/gallon greater than the highest minimum
1517 weight/gallon shown in the Table. Rates must be lower than rate
1518 applicable to highest minimum weight/gallon shown.

1519 vi. TABLE F

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1520 (1). This table will only be used for dromedary service expressed on a
1521 territorial basis. Offering dromedary service, rates, and minimum weights
1522 (i.e., Regular and 410 Dromedary Service) shall be as indicated in Section
1523 D. No change to mileage is permitted. Procedures for computing charges
1524 for Rate Qualifier DZ is explained in paragraph e in this Section must be
1525 followed. TSP must ensure rates or charges are provided in every field,
1526 from lowest to highest mileage bracket, to the extent of the tender's
1527 territorial application. For example, if service is offered under this Table
1528 from PA to MD, mileage reflecting the maximum possible distance
1529 between points in these two states must be completed. Rates must be
1530 included for same minimum columns on each mileage line used.

1531 4. Section E-1 State To State Rate Matrix (Interstate only)

1532 a. This section contains a matrix for expressing rates, from and to states and/or state
1533 zones. Rates will only apply from Origins listed in the "FROM" portion across the
1534 top, to destinations listed in the "TO" portion along the left hand side.

1535 b. Only rates for PM and PZ may be used in Section E-1. Indicate in the space provided
1536 whether PM or PZ is being used. Only rates for PZ may be expressed as a fraction of
1537 a cent. The procedure for computing PZ charges is explained in the previous section
1538 in paragraph e of these instructions and must be followed.

1539 c. Minimum charge may be indicated in field provided. Only one minimum charge per
1540 tender shall be allowed.

1541 d. Rate Qualifier PZ requires a minimum weight. Indicate applicable minimum weight in
1542 field provided. Only one minimum weight per tender shall be allowed. Do not include
1543 a minimum weight if PM is used.

1544 e. The Matrix

1545 i. List origins in the top row of the matrix designated "FROM." List destinations
1546 in the left-hand column designated "TO." List only one origin in each
1547 "FROM" field and only one destination in each "TO" field. TSP have the
1548 option of using states or zones. TSP cannot quote rates for an entire state and
1549 individual zones within the state in the same matrix. To identify states, use
1550 appropriate two-letter USPS Standard State Abbreviation. To identify zones,
1551 use only appropriate alpha-numeric code.

1552 ii. List rates from or to points by entering rate in block where the column headed
1553 by the applicable "From" point and the row headed by applicable "TO" point
1554 intersect.

1555 f. Format allows up to sixteen exception SPLCs from Section E-1. Only points that are
1556 assigned SPLCs may be excluded. When a city SPLC is used, exception applies to all
1557 DOD installations having the same first six digits followed by a three-digit
1558 installation designator. To exclude a point, enter nine-digit DOD Installation SPLC or
1559 nine-digit city SPLC and narrative description of the point in "SPLC" and
1560 "LOCATION" fields. Annotate whether exception is origin, destination or both.

1561 5. Section G Point to Point Air Rates

1562 *This section is restricted for use under the Global heavyweight Services (GHS) Contract.*

- 1563 a. Shipments in Section G and Section H apply to over 150 pounds.
- 1564 b. This section is used to quote rates for air transportation from, to, or between specific
1565 cities, military installations or airport to airport. Rates from, to, or between
1566 geographic areas, or between geographic areas and specific points shall be quoted in
1567 Section H.
- 1568 c. Indicate the level of service, which is applicable for this tender by placing annotating
1569 one, two, three or all four of the levels. Definitions of the levels; Priority Service
1570 (SG), Overnight Service (D1), Second Day Service (D2) and Deferred Service (D3),
1571 shall be found in Appendix E.
- 1572 d. Indicate type of service applicable for this tender by annotating the appropriate block
1573 for AA- Airport To Airport or DD- Door To Door.
- 1574 e. Origins and Destinations. Since this section only applies from, to or between specific
1575 points or airports, enter nine digit SPLC in the “Origin SPLC” column for origin
1576 installation or airport. Enter the nine digit SPLC of the destination in the “Destination
1577 SPLC” column and if the service applies in either direction, annotate the “Between
1578 Flag” field. If service is offered from same origin to more than three destinations at
1579 the same level of rates, the origin SPLC must be entered in each origin field provided
1580 in Section G. In other words, a single page Section G submission can accommodate
1581 rates from one origin SPLC field or more than one original SPLC to as many as 15
1582 destinations as long as the rates are the same from and to all points.
- 1583 f. Table of Point to Point Rates. All rates in this table shall be shown in dollars and cents
1584 and apply per hundredweight starting at a weight of 151 pounds. Any shipment less
1585 than 151 pounds must move under the NGDS small package contract provisions of
1586 Section I of the applicable tender. Place the rate in dollars and cents per 100 pounds
1587 for each weight break underneath the applicable level of service. Rates must regress
1588 from the highest to the lowest level of service and from the lowest to the highest
1589 weight break. Each level of service indicated on the previous page must contain at
1590 least one rate.

1591 6. Section H Territorial Air Rates

1592 *This section is restricted for use under the Global heavyweight Services (GHS) Contract.*

- 1593 a. Shipments in Section G and Section H apply to weights in excess of 150 pounds.
- 1594 b. This section is used for quoting rates from, to, or between broad geographic locations.
1595 Although specific SPLCs may be used for either origins or destinations, rates quoted
1596 in this Section will not be used for shipments from a specific SPLC origin to a
1597 specific SPLC destination.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1598 c. Indicate the level of service, which is applicable for this tender by annotating one, two,
1599 three or all four of the levels. Definitions of the levels SG, D1, D2 and D3 shall be
1600 found in Appendix E.
- 1601 d. Type of service for this section is always Door To Door (DD).
- 1602 e. Origins and Destinations.
- 1603 i. Section H is used for quoting rates to/from/between geographic locations
1604 expressed in any of the four methods, CONUS, Regions (excluding Region 0),
1605 State, or Zone. Although specific SPLCs may be used either for origins or
1606 destinations, Section H is not applicable to point-to-point SPLCs. See Section
1607 H Territorial Air Rates Matrix (A) for further explanation.
- 1608 ii. The alpha or numeric designation of the specific point or geographic area
1609 (CONUS, Region, State, or Zone) will take precedence over the narrative
1610 description in the location space.
- 1611 f. If service to be offered applies in both directions, annotate the “Between Flag” field.
- 1612 g. TSP may exclude up to a maximum of six specific points from the territorial
1613 application of Section H in each tender. Only points assigned a SPLC in the SPLC
1614 Directory may be excluded. When a city SPLC is used, exclusion applies to all DOD
1615 Installations having the same first six digits followed by a three-digit installation
1616 designator. TSP must indicate whether the points are excluded as origins and/or
1617 destinations annotating the origin or destination field.
- 1618 i. When more than one page of Section H, Territorial Locations, is included in a
1619 tender, TSP are still limited to a maximum of six origin and/or destination
1620 SPLC exclusions in each tender. Exclusions will only be shown on the first
1621 page of Section H and will apply to the entire Section.
- 1622 ii. If multiple pages are required to express territorial application in a tender, each
1623 individual page of origins and destinations will stand alone for rate
1624 application. If, for example, there are six pages (H-1 through H-6) of
1625 territorial applications, rates will not apply from origins on page H-1 to and/or
1626 between destinations on any of the other five pages.
- 1627 h. Section H Territorial Air Rates Matrix
- 1628 i. This matrix contains the regions and zones, which must be used when showing
1629 rates in section H of a tender. These regions are hard wired into the GFM
1630 system and may not be changed. The regions are the same as shown in the
1631 NMF 102 SPLC, with elimination of Alaska and Hawaii from region 8. This
1632 page will always remain the same with the regions and the zones remaining
1633 the same.
- 1634 ii. Regions are made up of specific states, which include all SPLC codes within
1635 each state. First determine the regions for all origins; installation, city, state,
1636 region or 9C (CONUS), which is the Service Area. Determine the regions for
1637 all destinations.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1638 iii. Match the origin regions with the destinations regions on the zone matrix to
 1639 determine the zones, which will apply on the tender.

1640 iv. Examples:

1641 (1). Origins

<u>SPLC</u>	<u>Location</u>	<u>Region to select from matrix page</u>
12712000	Portsmouth, NH	Region - 1
PA	Pennsylvania	Region - 2
3R	MI, WI, OH, IN, IL	Region - 3
5R	MN, ND, SD, IA, NE, MO, KS	Region - 5

1642

1643 (2). Destinations

<u>SPLC</u>	<u>Location</u>	<u>Region to select from matrix page</u>
GA	Georgia	Region - 4
7R	MT, WY, CO, UT, NM, AZ	Region - 7
8R	ID, WA, OR, NV, CA	Region - 8

1644

<u>Origin region</u>	<u>Destination region</u>	<u>Correct zone</u>
Region 1	Region 4	-c-
Region 1	Region 7	-d-
Region 1	Region 8	-e-
Region 2	Region 4	-b-
Region 2	Region 7	-d-
Region 2	Region 8	-e-
Region 3	Region 4	-b-
Region 3	Region 7	-d-
Region 3	Region 8	-e-
Region 5	Region 4	-c-
Region 5	Region 7	-b-
Region 5	Region 8	-c-

1645

1646 (a). If the origin is 9C and the destination is 9C, this would include all
 1647 regions 1 through 8, therefore, all zones A through E would be used.

1648 i. Section H Territorial Air Rates, Rate Tables

1649 i. This item contains four rate tables to be used for quoting rates in section H
 1650 Territorial Air Rates. There is a separate table for each level of service, which
 1651 was selected in Section H; Table H-1, SG; Table H-2, D1; Table H-3, D2; and

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1652 Table H-4, D3. All rates are PH and weight breaks start at 151 pounds. For
1653 weights less than 151 pounds, see Section I.

1654 ii. After selecting origins and destinations as shown in Section H, select
1655 applicable zones from Section H Territorial Air Rates Matrix, then insert the
1656 desired rate in each table for the proper zones and weight breaks. There must
1657 be at least one rate for each level of service requested, and at least one rate for
1658 each combination of origin, destination zone, which has been selected by use
1659 of the service areas and matrix.

1660 7. Section I - CONUS to CONUS Express Small Package Contract

1661 *Shipments weighing 150 pounds or less must move in accordance with the Next*
1662 *Generation Delivery Service (NGDS) contract.*

1663 a. This section contains rates on small packages weighing from 1 to 150 pounds which
1664 have a movement via air, apply between all points in the Continental United States
1665 (CONUS) and apply on a Door-To-Door (DD) basis.

1666 b. Rates can only be submitted for CONUS to CONUS movement. This section cannot
1667 be altered to a specific point of origin or destination.

1668 c. The rates in this section are published in dollars and cents per shipment.

1669 **ACCESSORIAL RATES SECTION F** – *This section describes quotation of charges for*
1670 *security and accessorial services.*

1671 1. General Information - Security and Accessorial Services Section F

1672 a. Quotation of charges for security and accessorial services shall be expressed as a flat
1673 charge, a per mile charge, a per hundredweight charge, a per hour charge, or a per
1674 barrel charge, as described in this publication. Each service is defined in this
1675 publication and provides an American National Standards Institute (ANSI) code to be
1676 used in this section of the tender. Pipeline TSP will use Section F-3. To simplify the
1677 submission of these services, the optional standard alpha/numeric codes taken from
1678 this publication shall be entered in disciplined “Service” fields in Section F. Any
1679 service provided must be in accordance with the definition contained in the rules
1680 publication.

1681 b. Section F is divided into three items.

1682 i. F-1 deals exclusively with Protective Security Services.

1683 ii. F-2 deals with Accessorial Services.

1684 iii. F-3 for pipeline Accessorial Services.

1685 c. When completing Section F, a TSP must list in alphabetical order services and charges
1686 separately on indicated pages and in no instance will F-1, F-2 or F-3 be combined on
1687 the same page.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1688 d. When quoting security and/or accessorial service charges, a TSP must publish charges
1689 for mileage and/or weight listed in the rule, which are necessary to cover the
1690 territorial application of line-haul rates governed by the rule.

1691 e. TSPs have the option to furnish services described in an individual accessorial service
1692 rule without charge. Rail TSP have the option to furnish protective security services
1693 without charge (See Section C, IV in this publication). To implement this action,
1694 enter in Section F the ANSI code for that service in “SERVICE” field and fill all
1695 fields to immediate right under “CHARGE” and “MINIMUM/MAXIMUM
1696 CHARGE” columns with zeroes.

1697 EXAMPLE: Stop-off in Transit (SOC)

<u>SERVICE</u>	<u>CHARGE</u>	<u>MINIMUM/MAXIMUM CHARGE</u>
SOC	0000.00	0000.00

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1699 f. Some services require entry of minimum weights in the accessorial service section of
1700 the tender format. Minimum weights shall be listed under the
1701 “MINIMUM/MAXIMUM CHARGE” field with leading zeroes and decimal
1702 disregarded.

1703 g. Certain rules (e.g., Redelivery, Item 63) have a maximum charge in addition to
1704 minimum charges. When assessing maximum charges, maximum charge code shall
1705 be entered under the “SERVICE” field followed by the maximum charge under the
1706 “MINIMUM CHARGE/WT” field in the same manner described for minimum
1707 charges in the paragraph above.

1708 h. TSP should offer only security and/or accessorial services they are authorized and able
1709 to provide. TSP intending to offer transportation protective services are directed to
1710 Section A, part II, paragraph B of this publication.

1711 *Note: Broker, Freight forwarders, and logistics companies, refer to Part II, Paragraph B.5 for*
1712 *prohibitions on providing TPS.*

1713 **NON STANDARD RATES SECTION J** - *This section is reserved for HQ SDDC 500,000*
1714 *series negotiated solicitation tender use only.*

1715 1. General Information - Non Standard Rates Section J

1716 a. For questions or inquiries contact HQ SDDC Special Requirements Branch at 618-
1717 220-4513 or send email to usarmy.scott.sddc.mbx.negotiations-team@mail.mil .

1718 **APPENDIX A AND B**

1719 1. **APPENDIX A RAIL ROUTES** - *This appendix is used to list rail routes for joint-line*
1720 *applications.*

1721 a. General Information - Appendix A Rail Routes

1722 i. Rail TSPs will ensure rail routes are shown on BL.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1723 ii. Submission of this appendix is optional. If used, a TSP shall list for each route
 1724 only those TSPs who have agreed to participate in service at rates offered.

1725 iii. Route numbers assigned in this appendix should correspond to
 1726 origins/destinations shown in Section D and/or Section E.

1727 2. **APPENDIX B** - This appendix is used when the tender requires more telephone numbers,
 1728 tender cancellations and/or commodities than the fields in Section A allow for the items.

1729 a. General Information - Appendix B (Telephone Numbers, Tender Cancellations and
 1730 Commodities)

1731 i. Please consult the application item for application and requirements. The
 1732 complete definition and use of the appendix may be found in the publication
 1733 on:

1734 (1). Telephone numbers reference paragraph 2.b of this section.

1735 (2). Tender Cancellations reference paragraph 2.f of this section.

1736 (3). Commodities reference paragraph 2.n.ii of this section.

1737 **CLASS 100 RATES**

1738 *The rates and charges shown in this section are established at a Class 100 baseline level. This*
 1739 *is not to be construed, in any way, as the setting of rates or charges by SDDC. TSP must*
 1740 *independently establish their own levels of rates and charges on less than 20,000 pounds and*
 1741 *20,000 pounds or greater shipments of FAK or specific class-rates commodities by utilizing the*
 1742 *percentage of class provisions in the DOD tender.*

1743 1. This section is designed to be used only in conjunction with Item 1, Section D-1 (Intrastate
 1744 Point to Point Rates) or Table D, Section E, of the tender, which enables TSP to show
 1745 their actual rates and charges for FAK and specific class-rated commodities as
 1746 percentages of the baseline Class 100 rates and minimum charges. For example, to use
 1747 Table D, Section E of the tender, TSPs must ensure their tenders are completed in the
 1748 following manner:

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Check the appropriate “Classification used” field. (If the tender applies only to commodities covered by the DOD-unique codes and descriptions shown in Appendix B of this publication, check the appropriate field). Then indicate, either by classification number or description, the articles that rates shown in Table D of Section E will apply.
	15	If the rates offered in Table D is based on a released value, read Part IV, Section A, Paragraph 14-Released Value in this section, before completing this item.
	16	Place an X in the “Section E” field.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
B		TSP must enter this publication as the governing publication.
E	1	Enter the territorial SPLC codes and locations from which the rates and charges in Table D will apply.
	2	Enter the territorial SPLC codes and locations to which the rates in Table D will apply.
	3	If the rates in Table D is applied between the territorial locations specified in Items 1 and 2, an “X” must be entered in this field.
	5	Select Rate Qualifier “PQ”. Tables A, B, and C may not be used to show percent of class rates-but alternatively, TSP may select a different Rate Qualifier (“PH” or “PZ”) and use Table B to express a rate not related to percent of class rates.
	6	<u>Table D.</u> All TSP utilizing this table must enter in the “Minimum Charges” field a percentage above, below, or equal to the baseline minimum charges shown in Paragraph 7 of this publication, which they wish to be applied to the movements covered by the tender. If a TSP is offering rates to apply on movements of FAK (as defined in ITEMS 39, 41, 43, or 45 of Section B, Motor TSP Rules, in this publication), the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 7 must be entered in the “Freight All Kinds” (FAK) field.
		<u>Table D.</u> If a TSP is offering rates on specific commodities, the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 7 must be shown in the “Specific NMFC or DOD Unique Commodities” field. A TSP may offer rates on FAK and specific commodities in the same tender, provided that the codes and descriptions for both FAK and the specific commodities covered are listed in Item 14, Section A of the tender.
F	1-2	TSP using Table D of Section E must enter in the three-character field, the two-character alpha codes and sub-items charge number of the security and accessorial services which they wish to provide, together with their individually established charge for each accessorial and security service offered.

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2. Examples.

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- a. FAK. If a TSP wishes to file percent of class rates applying on all FAK shipments subject to a released value of \$1.75 per pound per article from, to, and between all points in the CONUS, the tender fields would be completed as follows:

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Since FAK is covered by the DOD Unique codes and descriptions shown in the motor section of this publication, the “DOD Unique” field would be checked. Enter “999912” under “Number” column and “Freight All Kinds” or “FAK” under the “Description” column, and include the released value as part of the commodity description.
	15	Do not make any entry in the RELEASED VALUE box or in the four-position field.

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<u>Section</u>	<u>Item</u>	<u>Instructions</u>
	16	Place an “X” in the “Section E” field.
B		Enter “MFTURP-1” as the governing publication in the fields provided.
E	1	Enter “9C” in the first two positions of the first field of the SPLC column. Enter “CONUS” or Continental U.S.” in the first field of the “LOCATION” column.
	2	Enter “9C” in the first two positions of the first field of the SPLC column. Enter “CONUS” or “Continental U.S.” in the first field of the “LOCATION” column.
	3	Enter an “X” in the BETWEEN field.
	5	Enter “PQ” (for percent of class) in the RATE QUALIFIER field.
	6	<p><u>Table D.</u> “Minimum Charges” field: Fill in the field with the appropriate percentage of the baseline minimum charges shown in this section. For example, if the TSP wishes to access the same minimum charges shown in this publication, this field would be completed as follows:</p> <p>Minimum Charges: <u>1 0 0</u> Percent</p> <p>If the TSP wished to charge only 80 percent of the baseline minimum charges shown in this publication, this field would be completed as follows:</p> <p>Minimum Charges: <u>0 8 0</u> Percent</p>
		<p>“Freight All Kinds (FAK)” field: Fill in the three fields on this line with the percentage above, below, or equal to the level of Class 100 baseline rates, shown in paragraph 7 of this section, that the TSP selects to base its FAK rates on. For example, if the TSP decides to charge 125 percent of the Class 100 baseline rates, these fields would be completed as follows:</p> <p>Freight All Kinds (FAK): <u>1 2 5</u> Percent of Class 100 Rates.</p> <p>If the TSP decides to charge 50 percent of the Class 100 baseline rates, the field would be completed as follows:</p> <p>Freight All Kinds (FAK): <u>0 5 0</u> Percent of Class 100 Rates.</p> <p>NOTE: Only whole percentages may be shown in Table D, and all positions of each field used must be completed. This means that all one-digit figures must be preceded by two zeroes, and all two-digit figures must be preceded by one zero.</p>
F	1-2	Enter in the four-character fields under the SERVICE column the three-character alpha codes of those security and accessorial services, and the applicable sub-item numbers for charges. Opposite each three-character alpha code, enter your individually established charges for each security and accessorial service offered.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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b. Specified Commodities. If a TSP wishes to file percent of class rates applying on crated household goods and personal effects from all points in the State of Virginia to all points in the states of Montana, Wyoming, Colorado, Utah, New Mexico, and Arizona, the tender fields would be completed as follows:

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Check the “DOD Unique” field. Enter 100251 in the eight positions of the first two fields under the NUMBER column. Enter the appropriate description of the commodity opposite its number in the first two fields under the DESCRIPTION column. The released value statement “Released to a value \$7,500 per shipment, or \$6.00 times the net weight of the HHG shipment or the unaccompanied baggage shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed \$75,000, whichever is greater” shall be made part of the commodity description.
	15	Do not make any entry.
	16	Place an “X” in the “Section E” field.
B		See instruction for FAK example.
E	1	Enter VA in the first two positions of the first field of the SPLC column, then enter “Virginia” in the LOCATION column.
	2	Enter “7R” in the left two of the first five positions of the first field of the SPLC column. Next, enter “Region 7” in the LOCATION column, or list the states individually in the LOCATION column by U.S. Postal Service Standard State Abbreviations.
	3	Do not place an “X” in the between field. This means that the rates apply only from Virginia to Region 7.
	5	Enter “PQ” (percent of class) in the RATE QUALIFIER field.
	6	<u>Table D.</u> “Minimum Charges” field: See instructions for FAK example.
		“Specific NMFC or DOD Unique Commodity (ies)” field: Enter the selected percentage of the Class 100 rate applicable to the commodities shown in Item 14 of Section A. In this instance, both crated household goods and personal effects are assigned a Class 100 rating in the NMFC when they are released to a value not exceeding \$50,000 per shipment; or \$4.00 times the net weight of the HHG/unaccompanied baggage shipment, in pounds, not to exceed \$50,000, whichever is greater. The figure entered in this field should reflect the TSP’s selected percentage of the baseline Class 100 rate shown in this publication. For example, 150 percent would be entered as 150; 100 percent as 100; 75 percent as 075, etc.
F	1-2	See instruction for FAK example.

1759

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1760 3. To determine the applicable baseline Class 100 rates or minimum charge for distances
 1761 exceeding 3,500 miles, add \$0.50 to the applicable 3,500-mile baseline rate or charge for
 1762 each 100 miles or fraction thereof that the distance exceeds 3,500 miles.

1763 4. Class 100 Rates Explanation. The Class 100 baseline rates and minimum charges have
 1764 been constructed by SDDC. It is suggested the TSP filing tenders based on Rate Qualifier
 1765 “PQ” construct individual tenders according to the territorial applications of the various
 1766 motor rate bureaus. Filing in this manner will permit the TSP to protect appropriate LTL
 1767 and TL class rate levels in various bureau territories.

1768 5. Rating Multiple Shipments. All shipments tendered to one TSP on one calendar day by
 1769 one consignor consigned to the same consignee at the same delivery site shall be
 1770 considered as one shipment for rating purposes. To receive the benefit of reduced charges
 1771 applicable to multiple shipments, shipper shall cross-reference the bills of lading of
 1772 individual shipments to a single bill of lading, or further identify all multiple shipments
 1773 tendered to the same TSP on one calendar day which are consigned to the same
 1774 consignee at the same delivery site.

1775 6. Minimum weights of 20,000 pounds and greater are considered TL minimums.

1776 7. Baseline Class 100 Rates in Cents Per Hundred Pounds. To use the below table, follow
 1777 this example: An FAK shipment weighing 2,639 pounds at a distance of 362 miles,
 1778 would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a
 1779 baseline rate of 1308 cents per hundred pounds (cwt). The TSP rates are published in
 1780 Section E, Table D, of the tender as a percentage of class e.g., 47 percent. This indicates
 1781 that the TSP is offering to move this shipment at a rate, which is 47 percent of the
 1782 applicable baseline rate. Using these shipment parameters, GFM automatically calculates
 1783 the charges as follows:

1784 $1308 \text{ cwt} \times .47 (5) = 615 (614.76 \text{ rounded}) \times 26.39 (2,639 \text{ lbs./}100) = \162.30
 1785 $(16229.85/100 \text{ rounded})$
 1786

Mileage Base	Minimum Charge	Minimum Weights								
		0 - 499	500 - 999	1000 - 1999	2000 - 4999	5000 - 9999	10000 - 19999	20000 - 29999	30000 - 39999	40000+
0-50	\$36.00	1179	943	802	696	607	519	466	407	383
51-75	\$36.00	1284	1028	873	758	661	565	507	444	417
76-100	\$36.00	1373	1098	933	810	707	604	542	474	446
101-125	\$36.00	1536	1229	1044	906	791	621	557	487	458
126-150	\$36.00	1596	1277	1085	942	822	646	579	507	477
151-175	\$36.00	1680	1344	1142	991	865	680	610	534	502
176-200	\$36.00	1819	1455	1237	1073	937	736	660	578	543
201-225	\$36.00	1895	1516	1289	1118	976	833	747	654	615
226-250	\$36.00	1956	1565	1330	1154	1007	860	771	675	635
251-275	\$36.00	2003	1603	1362	1182	1032	881	790	692	650
276-300	\$36.00	2049	1639	1393	1209	1055	901	808	707	665
301-325	\$36.00	2135	1708	1452	1259	1099	939	842	737	693
326-350	\$36.00	2177	1741	1480	1284	1121	958	859	752	707

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Mileage Base	Minimum Charge	Minimum Weights								
		0 - 499	500 - 999	1000 - 1999	2000 - 4999	5000 - 9999	10000 - 19999	20000 - 29999	30000 - 39999	40000+
351-375	\$36.00	2217	1773	1507	1308	1142	975	875	765	720
376-400	\$39.00	2364	1891	1607	1395	1217	1040	933	816	768
401-425	\$39.00	2443	1954	1661	1441	1258	1075	964	844	793
426-450	\$39.00	2483	1986	1688	1456	1279	1093	980	858	807
451-475	\$39.00	2520	2016	1714	1487	1298	1110	996	871	819
476-500	\$42.00	2558	2046	1739	1509	1317	1126	1010	884	831
501-525	\$42.00	2630	2104	1788	1552	1355	1157	1038	908	854
526-550	\$42.00	2666	2133	1813	1573	1373	1173	1052	921	866
551-575	\$42.00	2701	2160	1836	1593	1391	1188	1066	933	877
576-600	\$45.00	2860	2288	1945	1687	1473	1258	1128	988	928
601-625	\$45.00	2930	2344	1993	1729	1509	1289	1154	1012	951
626-650	\$45.00	2965	2372	2016	1749	1527	1304	1170	1024	962
651-675	\$45.00	2998	2398	2039	1769	1544	1319	1183	1035	973
676-700	\$47.00	3033	2426	2062	1789	1562	1334	1197	1047	984
701-725	\$47.00	3098	2478	2107	1828	1596	1364	1224	1071	1007
726-750	\$47.00	3130	2504	2129	1847	1612	1378	1236	1082	1017
751-775	\$47.00	3163	2530	2151	1866	1629	1392	1249	1093	1027
776-800	\$50.00	3332	2666	2266	1966	1716	1467	1316	1152	1083
801-825	\$50.00	3370	2696	2291	1988	1735	1472	1320	1156	1086
826-850	\$50.00	3410	2718	2319	2012	1756	1489	1336	1169	1099
851-875	\$50.00	3450	2760	2346	2036	1777	1508	1353	1184	1113
876-900	\$52.00	3490	2792	2373	2059	1797	1525	1368	1197	1125
901-925	\$52.00	3528	2822	2399	2082	1817	1553	1393	1219	1146
926-950	\$52.00	3566	2853	2425	2104	1837	1569	1407	1232	1158
951-975	\$52.00	3605	2884	2451	2127	1856	1586	1423	1245	1170
976-1000	\$54.00	3642	2914	2477	2149	1876	1603	1438	1258	1183
1001-1050	\$54.00	3716	2973	2527	2193	1914	1607	1441	1261	1186
1051-1100	\$54.00	3790	3032	2577	2236	1952	1639	1470	1287	1210
1101-1150	\$54.00	4095	3276	2785	2416	2109	1771	1589	1390	1307
1151-1200	\$58.00	4166	3333	2833	2458	2146	1802	1616	1415	1330
1201-1250	\$58.00	4238	3390	2882	2500	2182	1865	1673	1464	1376
1251-1300	\$58.00	4265	3412	2900	2516	2196	1876	1683	1473	1384
1301-1350	\$58.00	4306	3445	2928	2541	2218	1895	1700	1488	1399
1351-1400	\$61.00	4375	3500	2975	2581	2253	1925	1727	1511	1421
1401-1450	\$61.00	4443	3554	3021	2621	2288	1954	1753	1534	1442
1451-1500	\$61.00	4509	3607	3066	2660	2322	1983	1779	1557	1463
1501-1550	\$61.00	4575	3660	3111	2699	2356	2012	1805	1579	1485
1551-1600	\$64.00	4640	3712	3155	2738	2390	2041	1831	1602	1506
1601-1650	\$64.00	4704	3763	3199	2775	2422	2069	1856	1624	1527
1651-1700	\$64.00	4768	3814	3242	2813	2455	2098	1882	1647	1548
1701-1750	\$64.00	4830	3864	3284	2850	2487	2125	1906	1668	1568
1751-1800	\$65.00	4891	3913	3326	2886	2519	2152	1930	1689	1588
1801-1850	\$65.00	4953	3962	3368	2922	2551	2179	1955	1711	1608

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

Mileage Base	Minimum Charge	Minimum Weights								
		0 - 499	500 - 999	1000 - 1999	2000 - 4999	5000 - 9999	10000 - 19999	20000 - 29999	30000 - 39999	40000+
1851-1900	\$65.00	5014	4011	3409	2958	2582	2206	1979	1732	1628
1901-1950	\$65.00	5073	4058	3449	2993	2612	2232	2002	1752	1647
1951-2000	\$65.00	5133	4106	3490	3028	2643	2258	2025	1773	1666
2001-2100	\$65.00	5250	4200	3570	3098	2704	2310	2072	1813	1705
2101-2200	\$69.00	5364	4291	3647	3165	2762	2360	2117	1853	1742
2201-2300	\$69.00	5464	4371	3715	3224	2814	2404	2156	1887	1774
2301-2400	\$69.00	5575	4460	3791	3289	2871	2453	2200	1926	1810
2401-2500	\$69.00	5684	4574	3865	3353	2927	2501	2243	1963	1846
2501-2600	\$74.00	5791	4633	3938	3417	2982	2548	2286	2000	1880
2601-2700	\$74.00	5898	4718	4010	3480	3037	2595	2328	2037	1915
2701-2800	\$74.00	6003	4802	4082	3541	3091	2641	2369	2073	1949
2801-2900	\$74.00	6106	4885	4152	3603	3145	2687	2410	2109	1983
2901-3000	\$76.00	6209	4967	4222	3663	3198	2732	2451	2145	2016
3001-3100	\$76.00	6309	5047	4290	3722	3249	2776	2490	2179	2049
3101-3200	\$76.00	6409	5127	4358	3781	3301	2820	2530	2214	2081
3201-3300	\$76.00	6508	5206	4425	3839	3351	2863	2568	2247	2113
3301-3400	\$76.00	6605	5284	4491	3897	3402	2906	2607	2281	2145
3401-3500	\$76.00	6701	5361	4557	3954	3451	2949	2645	2315	2176

1787

1788 **V. CARRIER PERFORMANCE AND EVALUATION PROGRAM**
 1789 **(CPEP)**

1790 **A. GENERAL**

1791 1. The CPEP is designed to ensure that DOD commercial air, surface shippers get the best
 1792 available service from CONUS commercial cargo TSPs. The CPEP establishes specific
 1793 elements of service that are key indicators of TSP performance. It also establishes
 1794 minimum levels of satisfactory performance and prescribes procedures for denial of DOD
 1795 cargo shipments to any TSP that fails to provide satisfactory service.

1796 **B. SERVICE ELEMENTS, CARRIER PERFORMANCE MODULE (CPM)**
 1797 **AND STANDARDS**

1798 *Service elements and standards include, but are not limited to, specific operational*
 1799 *factors for timely, safe, and cost-effective movement of DOD cargo. Letters of*
 1800 *Warning (LOW) or notification of non-use, for up to 90 days, will be issued by*
 1801 *shipping activities or SDDC/USTRANSCOM for failure to meet these standards. The*
 1802 *primary method of reporting service failures will be with the use of the Carrier*
 1803 *Performance Module (CPM) application in GFM or the CPM Web Services. CPM*
 1804 *automates the incident reporting and TSP notification process.*
 1805

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1806 1. Non-selection (“N” code) incidents are used to document reasons why a TSP was not
1807 selected for a move and do not count against a TSP’s overall performance rating.
1808 However; if trends are detected, SDDC/USTRANSCOM may investigate to determine if
1809 a problem exists with the TSP or the shipping activity. “N” code incidents must have
1810 remarks entered by the reporter to explain and justify the reason for the non-selection
1811 (e.g., date and time TSP was contacted or attempted contact was made, name of TSP
1812 representative.). TSPs have the ability to view incidents and leave remarks. “N” codes
1813 with examples are as follows:
- 1814 a. **N1 – Excusable Refusal** - Occurs when the TSP declines a non-Automation of
1815 Transportation Request (ATR) shipment within one hour of offer, or if a TSP declines
1816 any FAK shipment that is to be picked up in less than 24 hours or any TPS shipment
1817 that has to be picked up in less than 48 hours. Also used for ATR shipments when
1818 shipping activities fail to contact a TSP for shipment award within one hour of offer
1819 closing. For shipping activities using the auto-award process in ATR, the system may
1820 not generate an automatic notification to TSPs indicating whether or not they were
1821 awarded the load. However, immediately after the offer’s closing, the screen in ATR
1822 will change status to “Awarded” for TSPs that have been automatically awarded the
1823 load. It is the TSPs responsibility to monitor their shipment offer status.
- 1824 b. **N2 – TSP Unreachable** - Example includes when the TSP fails to answer the phone
1825 (or the phone number or email is wrong or returned as undeliverable) for tendered,
1826 non- ATR shipments. Shippers will allow at least five rings when attempting to
1827 contact TSPs via phone.
- 1828 c. **N3 - Low Cost Not Used In Order To Use Carrier Onsite** - Example includes a TSP
1829 that just unloaded freight at an installation and is available to take an outbound load.
1830 This is for loads departing origin within the next 24 hours only; reporter must enter a
1831 valid explanation in the “Remarks” block when using this code.
- 1832 d. **N4 - Traffic Distribution** - Example includes if a shipper had two or more loads
1833 going from the same origin to the same destination on the same day. The shipper
1834 distributes the two or more loads among two or more TSPs. Reporter must enter a
1835 valid explanation in the “Remarks” block when using this code. This code cannot be
1836 used with shipments requiring one conveyance.
- 1837 e. **N5 - Required Small Business Selection** - When small business selection is a
1838 requirement in a contract.
- 1839 f. **N6 - Contract Requires Specific Requested Mode** - When a contract requires a
1840 specific mode/equipment.
- 1841 g. **N7 - Lower Cost TSP Not Used Due To Past Performance: Loss/Damage** - When a
1842 shipper has documented proof (via a TDR, CPM incident, or other acceptable
1843 documentation) of previous loss or damage by a specific TSP.
- 1844 h. **N8 - Lower Cost TSP Not Used Due To Past Performance: Transit Time** - When a
1845 shipper has documented proof (via a TDR, CPM incident, or other acceptable
1846 documentation) of a TSP that either has exceeded standard transit times as stated in
1847 the DTR Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide) or

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1848 delivered after the RDD (NOTE: standard transit time is the default; if a shipper
1849 decides to put an RDD on a BL that exceeds standard transit time, the Standard
1850 Transit Time Guide overrules that).

1851 **i. N9 - Lower Cost TSP Not Used Due To Past Performance: No-shows** - When a
1852 shipper has documented proof (via a TDR, CPM incident, or other acceptable
1853 documentation) of previous no-shows by a specific TSP.

1854 **j. NA - Lower Cost TSP Not Used Due To Past Performance: Mechanical failures** -
1855 When a shipper has documented proof (via a TDR, CPM incident, or other acceptable
1856 documentation) of trends in mechanical breakdowns of the same vehicle/piece of
1857 equipment by a specific TSP.

1858 **k. NC - Carrier Not Used Due To Multi-Equipment Requirement** - When the same
1859 TSP must haul a combination load and more than one BL with the same origin and
1860 destination is used. Examples include: AA&E or shipments requiring segregation
1861 provisions IAW the 49 CFR and/or DoD regulations, or other TPS shipments that
1862 would necessitate the combination of more than one type of equipment.

1863 **l. ND - Low Cost Carrier Not Used Due To Mission Requirements/Convenience Of**
1864 **The Government** - When a situation dictates a specific TSP must be selected for the
1865 shipment. Reporter must enter a valid explanation in the “Remarks” block when using
1866 this code. Contact SDDC/USTRANSCOM for further guidance.

1867 **2. Service Failure (“F” code) incidents** are used to document incidents where TSPs fail to
1868 meet service elements and standards, and may result in further carrier performance action
1869 by shipping activities or SDDC/USTRANSCOM. All “F” code incidents must have valid
1870 remarks entered by the reporter to explain and justify the reason for the service failure.
1871 Remarks will paint a clear picture to shipping activities, TSPs and
1872 SDDC/USTRANSCOM of the nature of the incident, personnel involved, and specific
1873 actions that resulted in the CPM incident. Failure to justify a CPM service failure incident
1874 may render that incident unusable towards the identification of trends or follow-on
1875 actions taken against a TSP. TSPs have the ability to view incidents and leave remarks.
1876 “F” codes with examples are as follows:

1877 **a. F1 - Shipment Refusal**

1878 **i.** Used for tendered non-ATR shipments when a TSP fails to accept or decline a
1879 shipment within one hour of offer. Shipments must be offered at least 24
1880 hours in advance or 48 hours when TPS is required. A Transportation Officer
1881 (TO) can specify a shorter response time for high - priority shipments, but
1882 cannot charge a TSP with a refusal if the TSP declines the shipment.

1883 **ii.** When a TSP accepts a shipment using the ATR process and then refuses the
1884 shipment when contacted within one hour of the ATR offer closing, the TSP
1885 will be issued a FK Commitment Withdrawal. If a TSP accepts a shipment
1886 using the ATR process and is subsequently automatically awarded the load by
1887 the system within an hour after that offer's closing (as indicated by the
1888 "Awarded" status in ATR), the TSP is expected to follow through with that
1889 acceptance when the shipping activity contacts the TSP to make

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1890 arrangements. The shipping activity must contact the TSP within 4 hours of
1891 the spot bid or ATR-automatic award to make arrangements. TSPs that fail to
1892 follow through with their acceptance when the shipping activity makes contact
1893 for final arrangements will be issued an FK Commitment Withdrawal.

1894 **b. F2 - Improper or Inadequate Equipment** - When a TSP arrives at origin with
1895 equipment different from what the shipper ordered and no equipment substitutions
1896 had been agreed upon by shipper and TSP prior to arrival. Code may also be used
1897 when a TSP arrives for pickup or delivery with unsafe equipment (e.g.; brake or head
1898 lights inoperable; holes in the trailer bed; bald or tread bare tires; mechanical failure;
1899 missing chains for tie down to rail car; etc.). TSPs must provide safe transportation
1900 equipment IAW Federal Motor Carrier Safety Regulations. Violations of 49 CFR
1901 Subparts A thru I (parts, accessories, and safe operation) and 396 CFR (equipment
1902 inspection, repair, and maintenance) are included.

1903 **c. F3 - TSP Unable to Meet Service Requirements** - Examples include, but are not
1904 limited to: TPS drivers that do not have adequate security clearance or have had
1905 driving privileges on military installations revoked; drivers that fail to meet general
1906 qualifications as defined in 49 CFR Part 391, Subpart B § 391.11 (e.g., can read and
1907 speak the English language sufficiently to converse with the general public, to
1908 understand highway traffic signs and signals in the English language, to respond to
1909 official inquiries, and to make entries on reports and records); and/or when a TSP
1910 fails to acquire the proper permits for the cargo being transported.

1911 **d. F4 - Failure to pick up at Origin as Scheduled** - When a TSP fails to report to origin
1912 at the agreed-upon time and place as scheduled with the TO. This includes no-shows
1913 as well as pickups where the TSP is late without prior coordination.

1914 **e. F5 - TSP Failed to Meet DDD/RDD** - When a TSP fails to deliver by the RDD as
1915 shown on the BL. Shippers cannot charge a TSP hauling non-sensitive/general cargo
1916 or FAK with failure to meet RDD if they did not annotate a proper date on the BL
1917 consistent with the DTR Chapter 202 Tables 202-2/202-3 (DoD Standard Transit
1918 Time Guide). However, as applied to AA&E shipments, TPS cargo must be delivered
1919 IAW the standard transit time or the RDD, whichever is shortest. This is consistent
1920 with the “Explosive Safety Rule” in DoD Directive 6055.9E, i.e. minimum exposure
1921 rules for explosives.

1922 **f. F6 - Time-In-Transit** - When a TSP fails to follow standard transit times as defined in
1923 the DTR Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide). Each
1924 BL is considered a shipment regardless of the number of pieces or TCNs moving
1925 under the BL or the number of delivery points. Receiving activities must report
1926 excessive transit time to shipping activities so any necessary action can be taken
1927 against the TSP.

1928 **g. F7 - Failure to Provide Protective Service** - When a TSP fails to provide SNS, DCS,
1929 or any other Protective Service as annotated on the BL and defined in the DTR
1930 Chapter 205, Table 205-8, while in transit from origin to destination. TSPs must
1931 follow all requirements for the designated protective service as stated in the
1932 MFTURP-1.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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- h. F8 - Failure to Provide Signature and Tally Record** - When a TSP fails to properly annotate and provide a DD Form 1907, Signature and Tally Record, as required on the BL for the cargo being transported.
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- i. F9 - Mishandling Freight** - Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper. In the event of an emergency, transloads and other response actions must be coordinated with the shipper or owning military service. DTTS can assist with coordination between these parties if needed for loads requiring the SNS accessorial. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services.
- 1946
1947
1948
- j. FA - Loss or Damage** - When a TSP is responsible for loss or damage of cargo. Failure to settle loss and damage claims IAW the DTR Part II Chapter 211 is also included. A TDR must be issued IAW DTR Part II Chapter 210.
- 1949
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- k. FB - Improper Routing** - When a TSP fails to follow DOT-authorized routes for the cargo they are transporting.
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- l. FC - Use of Bad Language, Offensive Behavior** - Examples include, but are not limited to, drivers or any TSP representatives that harass or use abusive language or lewd behavior towards or in the presence of DoD representatives. Any documented incident involving the use of intemperate, vulgar, or abusive language; drug or alcohol abuse; or engagement in offensive conduct may result in a TSP being placed in immediate non-use status or a recommendation to SDDC/USTRANSCOM for disqualification.
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- m. FD - Nonpayment of Just Debts** - Failure to pay just debts or complaints from subcontractors that the TSP failed to pay for services contracted or otherwise demonstrates lack of financial responsibility and may subject Government shipments to actual and/or potential delay, frustration, seizure or detention.
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1963
- n. FE - Falsification of a Syncada Delivery** - Used when a TSP changes the status of a shipment to “delivered” in the TPPS prior to delivering the freight.
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- o. FF - Double Brokering** - When a TSP brokers freight to a carrier who then brokers the freight to another carrier. Double brokering is not authorized. Brokers awarded DoD freight are responsible to ensure that its underlying TSP(s) handle and deliver freight without the underlying TSP contracting the use of additional TSPs and brokers. General Commodity carriers are not allowed to act in the capacity of a broker. General Commodity TSPs awarded DoD freight are required to utilize organic assets/fleet to transport cargo. This policy prevents cargo loss and maximizes in transit visibility. Shippers at the origin shipping activity or within their AOR that have determined a broker has double brokered a shipment, may place a broker in immediate non-use for up to 90 days. Brokers that have failed to rectify their double

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1974 brokering problem with the shipper may be placed in non-use for an additional 90
1975 days.
- 1976 **p. FG - Drug/Alcohol/Firearm Abuse** - Examples include a driver that arrives
1977 intoxicated or under the influence of drugs. TSPs will be placed in immediate non-use
1978 for such incidents, and may not charge for vehicle furnished not used.
- 1979 **q. FH - Theft- TSP Responsible** - When a TSP is responsible for the theft of DoD cargo.
1980 A TDR must be issued IAW DTR Part II Chapter 210
- 1981 **r. FJ - Shortage – TSP Responsible** - When a TSP is responsible for the shortage of
1982 DoD cargo. A TDR must be issued IAW DTR Part II Chapter 210.
- 1983 **s. FK - Commitment Withdrawal** - When a TSP responds to an ATR offer as able to
1984 accept the load, and then declines at time of award or prior to pick up; or if the
1985 selected TSP is unreachable after a reasonable amount of attempts by the shipper.
1986 Shippers cannot charge a TSP with Commitment Withdrawal if they fail to
1987 contact/award the TSP within one hour of ATR offer closing, or if systems using the
1988 auto-award process fail to show the offer status as “Awarded” in ATR. Reporter must
1989 annotate the date and time ATR offer closed and the date and time they contacted the
1990 TSP to award the load in the Remarks block of the incident.
- 1991 **t. FL - Unauthorized Load/Broker Board Posting** - When a TSP posts shipment
1992 information to any type of load/broker board with payment information prior to
1993 having been awarded that load by the shipper. Only TSPs with proper authority from
1994 DOT may post to load/broker boards; no TPS loads (to include 675 Signature & Tally
1995 service) may be posted.
- 1996 **u. FM - Shipment Refusal- Spot Bid** - When a TSP bids on a shipment via Spot Bid on
1997 the Web, then declines the shipment when the shipper calls to award the load. A TSP
1998 that submits a bid is assumed to be ready, willing, and able to perform the
1999 transportation as stated in the bid. Shippers cannot charge a TSP with Shipment
2000 Refusal- Spot Bid if they fail to contact the TSP within four hours of bid closing. The
2001 shipping activity must contact the TSP within four hours of the spot bid or ATR-
2002 automatic award to make arrangements. Shipment refusal may result in immediate
2003 nonuse.
- 2004 **v. FN – Shipment Refusal – Negotiation** - When a TSP bids on a SDDC-negotiated
2005 shipment, and then declines the shipment when the shipper calls to award the load. A
2006 TSP that submits a negotiation is assumed to be ready, willing, and able to perform
2007 the transportation as stated in the negotiation. Shippers cannot charge a TSP with
2008 Shipment Refusal- Negotiation if they fail to contact the TSP within 24 hours after
2009 receiving rates from the SDDC Negotiations team. Shipment refusal may result in
2010 immediate nonuse.
- 2011 **w. FP - Other Service Failure** - Other service failures not covered in the codes above or
2012 below. Contact SDDC G3 Carrier Performance at [usarmy.scott.sddc.mbx.carrier-](mailto:usarmy.scott.sddc.mbx.carrier-performance@mail.mil)
2013 performance@mail.mil.

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- 2014
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- x. **FQ - Failure to pick up at origin on scheduled date** - When a TSP fails to report to origin at the agreed-upon date as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination. This code is used primarily for Contract-specific shipments.
- 2018
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- y. **FR - Failure to pick up at origin on scheduled time** - When a TSP fails to report to origin at the agreed-upon time as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination. This code is used primarily for Contract-specific shipments.
- 2022
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2024
- z. **FS - Failure to deliver at destination on scheduled date** - When a TSP fails to report to destination at the agreed-upon date as scheduled with the TO. This code is used primarily for Contract-specific shipments.
- 2025
2026
2027
- aa. **FT - Failure to deliver at destination on scheduled time** - When a TSP fails to report to destination at the agreed-upon time as scheduled with the TO. This code is used primarily for Contract-specific shipments.
- 2028
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2032
3. HQ SDDC personnel enter “G” code incidents where TSPs fail to meet additional service elements and standards which may result in further carrier performance action. These codes are primarily used for TPS shipments that require SNS by the DTTS. Incidents using these codes may only be entered in CPM by HQ SDDC personnel. “G” codes with examples are as follows:
- 2033
- a. **G1 – Reserved for Future Use.**
- 2034
- b. **G2 – Reserved for Future Use**
- 2035
2036
2037
2038
- c. **G3 - DTTS Related Failure: Trailer Tracking (DCS)** - Trailer Tracking (DCS):
Examples include trends in false “Untethered” and/or “Door Open” alerts, failure to register DCS-equipped trailers with DTTS prior to use, and failure to provide DCS when required.
- 2039
2040
2041
- d. **G4 - DTTS Related Failure: Satellite Motor Surveillance (SNS)** - Examples include failure to register SNS unit with DTTS prior to use, failure to enable/disable, lost signal, and failure to provide SNS when required.
- 2042
2043
- e. **G5 - DTTS Related Failure: Incorrect Messages** - When TSP driver(s) fail to send correct SNS codes IAW the MFTURP-1, Item 111 (pg. 135).
- 2044
2045
2046
2047
- f. **G6 - DTTS Related Failure: 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).
- 2048
- g. **G7 - Reserved for Future Use.**
- 2049
2050
- h. **G8 - DTTS Related Failure: Other** - Any DTTS-related service failure not covered in the codes above.
- 2051
2052
- i. **G9 - CSA Score(s) Above Standard** - This may apply to any TSP registered with the DoD, and may only be used as an indicator of safety performance.

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- 2053 **j. GA - DTTS failure:** Transit Time Exceeded
- 2054 **k. GB - DTTS failure:** Exceeded 2 Hour Authorized Stop for SNS shipment exceptions
 2055 may include force majeure conditions (weather), accidents, breakdowns and delays on
 2056 DoD installations.)
- 2057 **l. GC - DTTS failure:** Exceeded 100 Hour Rule (military secure holding facilities)
- 2058 **m. GD - DTTS failure:** Problem with dispatcher Call Back
- 2059 **n. GG - DTTS failure:** Unapproved Equipment Charge
- 2060 **o. GT – Reserved for Future Updates**
- 2061 **p. GU - DTTS failure:** Use of Unauthorized Facility/Location
- 2062 **q. GV - DTTS failure:** Failure to Report (Reportable) Incident to DTTS. Refer to CFR
 2063 49
- 2064 **r. GX - DTTS failure:** Parking with Explosives in Populated Area
- 2065 4. Standards used by TOs are outlined in the chart below:
- 2066

Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
F1 Shipment Refusal	3	FF Double Brokering	1
F2 Improper or Inadequate Equipment	2	FG Drug/Alcohol/Firearm Abuse	1
F3 TSP Unable to Meet Service Requirements	1 or 2*	FH Theft- TSP Responsible	1
F4 Failure to Pick Up at Origin as Scheduled	1 or 2*	FJ Shortage- TSP Responsible	1
F5 TSP Failed to Meet DDD/RDD	1	FK Commitment Withdrawal	1
F6 Time-in-Transit	1 or 2*	FL Unauthorized Load/Broker Board Posting	1
F7 Failure to Provide Protective Service	1 or 2*	FM Shipment Refusal- Spot Bid	1
F8 Failure to Provide Signature and Tally Record	2	FN Shipment Refusal- Negotiation	1
F9 Mishandling Freight	1	FP Other Service Failure	*
FA Loss or Damage	2	FQ Failure to Pick Up at Origin on Scheduled Date	1 or 2*
FB Improper Routing	3	FR Failure to Pick Up at Origin on Scheduled Time	2
FC Use of Bad Language, Offensive Behavior	1 or 2*	FS Failure to Deliver at Destination on Scheduled Date	1 or 2*
FD Nonpayment of Just Debts	1	FT Failure to Deliver at Destination on Scheduled Time	2

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Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
FE Falsification of a Power Track Delivers	1		

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** Tier may depend upon existence of trends, importance of shipment or case-by-case basis*
One (1) Tier 1 Service Failure = Immediate non-use for 30 days (1st Offense).
Two (2) Tier 2 Service Failures in 30 days = Letter of Warning or non-use action.
Three (3) Tier 3 Service Failures in 30 days = Letter of Warning or non-use action.
Two (2) Letters of Warning in 60 days = Non-use action.
Subsequent Offenses of Tier 1 Service Failures = 60 - 90 days Non-use.
Subsequent Offenses of Tier 2 Service Failures (after a Letter of Warning has been issued) = 60 - 90 days Non-use.
Subsequent Offenses of Tier 3 Service Failures (after a Letter of Warning has been issued) = 60 - 90 days Non-use.
Continuous pattern of Service Failures = referral to HQ, SDDC Domestic Carrier Management Branch for further review and possible Nationwide non-use or TRB that may result in disqualification from hauling DoD cargo. Also, referral of commercial air service failures to USTRANSCOM, Commercial Services Branch for further review.

5. SDDC will monitor TSPs’ overall performance and determine when a pattern of non-use actions and service failures documented by shipper(s) warrants further non-use or disqualification. “G” code service failures will be evaluated on a case by case basis for determining performance actions.
6. SDDC will conduct quarterly reviews to monitor and evaluate TSP performance nationwide. The enterprise performance standard will be 90% and is calculated by comparing shipments to service failures entered into CPM. As an example, a TSP with 20 awarded shipments for the quarter and two service failures would be at the 90th percentile. LOCs, LOWs and/or non-use actions will be issued each quarter as outlined below:

Performance Scale & Compliance Rates	Period of Performance			
	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
90 – 100%	Good Standing	Good Standing	Good Standing	Good Standing
80 – 89%	LOC	LOC	LOW	Up to 10 Day Non-use
70 – 79%	LOC	LOW	Up to 15 Day Non-use	Up to 30 Day Non-use
Below 70%	LOW	Up to 30 Day Non-use	Up to 60 Day Non-use	90 Day/Disqualification

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2094 7. USTRANSCOM will routinely monitor and evaluate commercial air TSP performance and
2095 will use a LOW, LOC, or non-use as necessary.
- 2096 8. Evaluations will be based on a continuous four quarter cycle. TSPs will have the ability to
2097 appeal SDDC decisions and/or present their case during a Transportation Review Board
2098 (TRB) in situations where disqualification is considered. Note SDDC reserves the right
2099 to place TSPs in nonuse and/or disqualification outside the table for egregious one-time
2100 incidents. TSPs are encouraged to actively review their performance in CPM and remedy
2101 the cause of any failures. TSPs are also reminded to annotate their remarks of reported
2102 incidents in CPM as both shipper and TSP remarks are important as SDDC uses them to
2103 adjudicate disagreements.
- 2104 9. TSPs should not contest service failures and associated shipper actions directly with
2105 SDDC without first attempting to resolve the alleged service failure/action with the
2106 responsible shipper. Shippers and TSPs should address issues with SDDC when parties
2107 cannot come to an agreement.

2108 **C. TSP NOTIFICATIONS**

- 2109 1. Letter of Concern (LOC). A LOC may be issued by SDDC for TSP performance issue(s)
2110 or trends determined as not meeting minimum performance standards. A LOC gives the
2111 TSP an opportunity to take corrective action prior to SDDC/USTRANSCOM issuing an
2112 LOW or Non-Use action. A LOC may be issued based on the following incidents
2113 including, but not limited to: minor infractions; possible concerns raised by the DoD
2114 community; or downward trends in TSP's performance (i.e., rising numbers of service
2115 failures throughout the DoD enterprise).
- 2116 2. LOW. A LOW is issued by a TO or by SDDC/USTRANSCOM to a TSP for unacceptable
2117 performance. A LOW serves as notice to a TSP that if violations or performance
2118 problems continue, non-use action may follow. The LOW may request the TSP provide
2119 additional information on the incident for review. LOWs may precede a notice of non-
2120 use, but are not required for serious infractions resulting in non-use action.
- 2121 3. Letter of Non-Use. Non-use or disqualification action may be taken for specific Incidents
2122 of unsatisfactory service or failure to perform, or a record or trend of unsatisfactory
2123 service or failure to perform IAW the terms of negotiated agreements, tariffs, tenders of
2124 service, or BLs, service agreements, governing SDDC/USTRANSCOM rules
2125 publications, or other similar arrangements. With the use of CPM/CPM Web Services,
2126 non-use action can be from specified BLOCs or SPLCs and can be narrowed down to
2127 non-use for shipments requiring specified Accessorial Services. A Letter of Non-Use will
2128 advise TSPs of the period of non-use, the reinstatement date, and of appeal procedures. A
2129 shipper may place a TSP in local non-use for up to 90 days for shipments originating
2130 from their activity AOR followed by a 90-day probationary period. While under
2131 probation, any additional service failures can result in additional non-use action.
- 2132 4. Disapproval from the Freight Carrier Registration Program (FCRP) may be taken by
2133 SDDC against individuals and affiliates of a TSP(s) for conduct or action which is
2134 inappropriate, unethical, or violates any provision of DOT or SDDC regulations and
2135 policies. In severe cases, SDDC may conduct Transportation Review Boards (TRBs) per

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2136 guidance in SDDC Regulation 15-1, Procedure for Disqualifying and Placing
2137 Transportation Service Providers (TSP) in Non-Use. TRBs are used to determine if
2138 further non-use action or disqualification is necessary. Disqualification is the act by HQ
2139 SDDC of excluding a TSP or TSP employee from participating in DoD transportation
2140 programs. Only SDDC/USTRANSCOM has disqualification authority. Disqualification
2141 may be taken by SDDC/USTRANSCOM as a result of no or insufficient response on a
2142 non-use action and/or a result of FAK TRB or A&E TRB hearing findings and
2143 determination. Disqualification action may be taken independently by
2144 SDDC/USTRANSCOM, or a TO may request SDDC/USTRANSCOM disqualify a TSP,
2145 if a TSP or its representative commits a violation that is so egregious that the TO believes
2146 it warrants a disqualification action. Refer to SDDC Regulation 15-1 for further
2147 information.

2148 5. Reporting timeframes. Service failures need be entered into CPM within 15 days from the
2149 date of the alleged incident. LOC, LOW and non-use actions need to be initiated within
2150 20 days from date of the latest service failure.

2151 **D. TSP APPEAL:**

2152 1. A TSP may appeal a non-use action in writing to the office that initiated the non-use action
2153 within 15 calendar days. Offices that initiated non-use action will respond to any appeals
2154 from TSP within seven business days.

2155 2. If the appeal is denied, the TSP may appeal those decisions via e-mail or United States
2156 Postal Service Registered Mail to the further appeal authority which is determined by the
2157 level of the office that initiated the action-- either the installation CDR, USTRANSCOM
2158 or SDDC's Chief, Domestic Carrier Management Branch. The appeal authority may be
2159 based on the severity of the TSP's infraction.

2160 3. If the shipper selects the installation CDR as the further appeal authority and the
2161 installation CDR denies the appeal, the TSP may appeal those decisions to SDDC's
2162 Carrier Performance Branch, except when the TSP is an air carrier, the appeal will reside
2163 with USTRANSCOM. SDDC and USTRANSCOM are the final appeal authorities.
2164 Appeals must be received via email or USPS registered mail.

2165 4. It is the responsibility of each TSP to review their performance data in CPM. Comments
2166 from both the shipping activity and the TSP contribute greatly to the CPM data appeal
2167 adjudication process. TSPs are able to leave comments in the Remarks block of a CPM
2168 incident, and are encouraged to contact the reporter/shipper that wrote up the incident
2169 when disputing individual service failures. Shipping activities will respond to disputes
2170 from TSPs regarding specific CPM incidents within seven business days.

2171 5. SDDC/USTRANSCOM will review appeals only if the TSP has done their due diligence
2172 in resolving incident issues at the local level first. If appealing to SDDC, forward appeal
2173 to: usarmy.scott.sddc.mbx.carrier-performance@mail.mil or SDDC, Chief, Special
2174 Requirements Branch, 1 Soldier Way, Building 1900W Scott AFB, IL 62225-5006. For
2175 air TSP, submit appeals to email address transcom.scott.tcj5j4.mbx.lc@mail.mil.

2176 6. Shipping activities or SDDC may resolve incidents in CPM if errors with incident
 2177 recording have occurred or following a successful appeal from a TSP.

2178 **VI. TERMS AND CONDITIONS APPLICABLE TO ALL MODES**

2179 1. This part provides terms, conditions and services that are common to TSP of all modes of
 2180 transportation.

2181 **A. ADVANCING CHARGES (045)**

2182 1. TSPs shall advance, for subsequent collection from the Government, the lawful charges
 2183 incurred for pier, wharf, or stevedore service; for custom house and in bond service; and
 2184 for special bonds or tolls required by state or other governmental authority for
 2185 transportation of a shipment, which because of its size, shape, weight, or hazard requires
 2186 such bonds or tolls for movement over the streets or highways.

2187 2. TSP will identify charges listed above which require reimbursement on the BL or EDI
 2188 transaction submitted via TPPS. The TSP will retain valid receipts and any other
 2189 documentary evidence to support these claims for three (3) years.

2190 a. The charge for advancing monies shall be 045(1) \$ _____ per advance.

2191 **B. TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES**

2192 1. TSPs providing protective services compatible with each other shall be paid for both
 2193 services. TSPs providing protective services incompatible with each other shall be paid
 2194 only for the most expensive service.

Protective Service	Incompatible With	Compatible With
CIS	DDP, PSS	SNS, SEV, DCS, 675
DDP	675, CIS, PSS	SNS, SEV, DCS
PSS	675, CIS, DDP	SNS, SEV, DCS
SEV	NONE	ALL
SNS	NONE	ALL
DCS	NONE	ALL

2195
 2196 **C. ASSISTANCE BY GOVERNMENT PERSONNEL TO TRANSPORT**
 2197 **SERVICE PROVIDERS**

2198 1. For the purpose of promoting safety, expediting transportation, and delivering shipments
 2199 of explosives and other dangerous articles, the military services may extend any technical
 2200 assistance and aid considered necessary in connection with moving, salvage, demolition,
 2201 neutralization, or other disposition of such Government-owned shipments being
 2202 transported or stored by TSP.

2203 2. Upon a TSP’s request for assistance by government, government employees may be
 2204 provided in unusual or emergency circumstances for the benefit of the TSP. However, the

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2205 TSP may be held financially responsible for all actual costs and expenses incurred by
2206 DoD (including salaries and wages paid by DoD) that inure to the benefit of the TSP.
2207 DoD personnel act and perform in these instances as government employees in an
2208 advisory capacity to directly benefit the TSP. DoD personnel assigned to assist TSP will
2209 retain their status as employees of the United States Government and, as such, are entitled
2210 to all of the benefits afforded U.S. government employees as provided by law. In no
2211 event shall DoD recognize or submit to any action for property damage in connection
2212 with such assistance furnished by DoD employees, when actual labor supervision or other
2213 services are performed at the TSP's request. It is not the intention of this provision that
2214 DoD employees compete with private industry where services can be readily provided by
2215 the private sector.

2216 3. Disqualification may be taken by SDDC/USTRANSCOM as a result of no or insufficient
2217 response on a non-use action and/or a result of TRB or Transportation Ammunition &
2218 Explosives Review Panel (TARP) hearing findings and determination. When a TSP
2219 requests DoD personnel provide assistance, the TO will prepare a self- addressed letter in
2220 the form of a request for DoD service that must be signed by an authorized representative
2221 of the TSP. The letter will state that the TSP acknowledges responsibility for
2222 performance of the services requested from DoD, and that performance of the services by
2223 DoD personnel does not relieve the TSP of liability. When assistance is provided under
2224 emergency conditions, where a delay might contribute to further hardships or possible
2225 disaster, the letter shall be prepared and signed after the service is performed.

2226 4. Collection of payments for services rendered under this item shall be in accordance with
2227 user charges of the DoD Financial Management Regulations.

2228 5. A TSP will not be billed or held responsible for any service performed by DoD personnel
2229 not specifically requested by the TSP.

2230 6. Motor TSP will find a suitable Secure Holding Installation/Activity from the
2231 Transportation Facility Guide (TFG). However, during an emergency, the TSP can
2232 coordinate with SDDC DTTS for assistance accessing a Secure Holding
2233 Installation/Activity.

2234 **D. NON-APPLICABLE CHARGES/ TRANSPORTATION SERVICE** 2235 **PROVIDER LIABILITY**

2236 1. The TSP shall not charge any detention, demurrage or storage charges against any DoD
2237 sponsored shipment when the delay is caused by acts or omissions beyond DoD, its
2238 contractors, or its agents' control.

2239 2. Freight shall be delivered in the same condition as received at origin. Any damage or loss
2240 shall be the responsibility of the TSP unless due to *force majeure*.

2241 3. Shortages in outturn, undue delays, mis-deliveries, damage or loss of cargo arising or
2242 resulting from factors stated above, will not be held against the TSP.

2243 4. Rail TSPs shall be subject to full liability as provided in Title 49, Subtitle IV, part A,
2244 Section 11707 of the USC, Annotated (USCA), except where the shipment is released at
2245 an agreed upon value based upon a released rate as noted on the BL.

2246 E. TRANSPORTATION SERVICE PROVIDER CARGO LIABILITY (LIE)

2247 *The cargo liability guidance set forth below shall apply to motor TSP. For all other*
 2248 *modes, see Released Value paragraph in Part IV, Completing a SDDC 364-R Tender in*
 2249 *this section.*

- 2250 1. Freight All Kinds (FAK)—Except Crated Household Goods (HHG) or personal effects:
- 2251 a. For all FAK shipments as defined in Items 39, 41, 43, and 45 (see Appendix D [pg.
 2252 253] for further definition of FAK) weighing less than 15,000 pounds, TSP liability
 2253 for lost and/or damaged cargo shall be limited to \$50,000 or the actual amount of the
 2254 loss and/or damage to the article(s), whichever is less. TSP will provide increased
 2255 liability coverage for LIE (1) \$ _____ for each \$100 increase in loss and/or damaged
 2256 cargo liability over the maximum liability.
- 2257 b. For all FAK shipments weighing 15,000 pounds or more, TSP liability for lost and/or
 2258 damaged cargo shall be limited to \$150,000 or the actual amount of the loss and/or
 2259 damage to the cargo, whichever is less. TSP will provide increased liability coverage
 2260 for LIE (2) \$ _____ for each \$100 increase in loss and/or damaged cargo liability
 2261 over the maximum liability.
- 2262 c. For all FAK shipments containing crated HHG or personal effects commodity code
 2263 100251, as described in Appendix D, TSP liability for lost and/or damaged cargo is
 2264 \$7,500 per shipment, or \$6.00 times the net weight of the household goods shipment
 2265 or, the gross weight of the unaccompanied baggage shipment, not to exceed \$75,000,
 2266 whichever is greater. Under the new FRV program, the TSP shall be liable for the full
 2267 replacement value of HHG and personal effects transported as FAK.
- 2268 2. FAK shipments governed by this publication are subject only to the released liabilities
 2269 stated above.
- 2270 3. Seventy-two (72) hours' notice shall be given to the TSP prior to expected pick-up date for
 2271 shipments that require additional cargo liability insurance.

2272 F. MODE SUBSTITUTION

- 2273 1. Multi-modal service is transportation of a shipment by a mode (motor, rail, air, water)
 2274 other than that used to pick up the shipment. This service is to be provided at the option
 2275 of the TSP, with prior TO concurrence, when multi-modal service is necessary due to
 2276 circumstances set forth in paragraph 2 below. However, in no event shall any TSP be
 2277 permitted under this provision to utilize multi-modal service that will:
- 2278 a. Result in additional charges to the government;
- 2279 b. Be used to procure any person or company that does not have lawful operating
 2280 authority for the mode selected, or.
- 2281 c. Operate to reduce or eliminate the level of liability of the TSP under the original terms
 2282 and conditions of the BL.

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2283 2. TSP shall be permitted to substitute trucks for other modes of shipment when situations
2284 such as severe weather, mechanical failure, or other causes exist that are beyond the
2285 shipper’s or TSP’s control. The TSP shall remain primarily liable for any loss or damage
2286 to the shipment. In no event may motor TSP, freight forwarders, rail TSP, or water TSP
2287 utilize multi-modal service in order to avoid application of the Carmack Amendment or
2288 the terms and conditions set forth on the BL, or to otherwise circumvent the legal
2289 requirement that all TSP have proper operating authority for the shipment or the leg of
2290 the shipment at issue.

2291 3. Multi-modal service may not be used for DoD shipments when:

2292 a. The shipment contains transportation protective services (TPS);

2293 b. The “VIA” space on the BL has been annotated: “Multi-modal service not to be used.”
2294

2295 **G. STOP-OFF IN TRANSIT (SOC)**

2296 1. Stop-off in transit service (SOC) can consist of up to three stops between origin and
2297 destination. Stop-off service will apply only on shipments subject to truckload rates.

2298 2. Charges

2299 a. Line-haul:

2300 i. When rate qualifiers are based on weight or volume (e.g. PG, PH, ST), the line-
2301 haul charges in Section D or Tables B or C in Section E of the DoD tender,
2302 shall be based on the actual or minimum weight or volume (whichever is
2303 greater) applying from point of origin to final destination, subject to the
2304 excess mileage charge described in subparagraph 2.a.iv below for out-of-route
2305 mileage.

2306 ii. When rate qualifiers are based on distance (e.g. PM), and the mileage through
2307 the stop-off point(s) exceeds the direct mileage from origin to destination, the
2308 line-haul charges shall be based on applicable mileage from point of origin via
2309 the stop-off point(s) to final destination.

2310 iii. When rate qualifiers are based on both (i) weight, volume or other
2311 measurement unit, and (ii) distance (e.g. PJ, PY, PQ, PZ), the line-haul
2312 charges shall be based on the actual or minimum weight, volume or other
2313 measurement unit (whichever is greater), and the applicable mileage from
2314 point of origin via the stop-off point(s) to final destination.

2315 iv. When line-haul charges are determined under any of the following:

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- 2316 (4). Paragraph 2.a.i above.
- 2317 (5). Rate Qualifiers DL, PL or PV in Section D of the DoD tender.
- 2318 (6). Qualifier DL in Table B of Section E of the DoD tender and the applicable
2319 mileage from point of origin via the stop-off point(s) exceeds the direct
2320 applicable mileage from origin to destination, all excess mileage shall be
2321 subject to an added charge of SOC(1) \$ _____ per mile.
- 2322
- 2323 b. Charges. The charge for stop-off service shall be SOC(2) \$ _____ for each stop,
2324 excluding the initial pickup and final delivery.
- 2325 c. For multiple deliveries on the same installation/facility, Split Delivery (SDL) charges
2326 apply. See Item 71 (pg. 115).

2327 **H. RECONSIGNMENT OR DIVERSION (RCC)**

- 2328 1. Reconsignment or Diversion service shall be provided by the TSP subject to the following:
- 2329 a. Reconsignment and Diversion are considered similar terms, and the use of either term
2330 will mean change in the place of delivery exceeding 25 miles of the original
2331 consignee/destination.
- 2332 b. Only entire shipments may be reconsigned.
- 2333 i. TSP will charge RCC (1) \$ _____ per shipment when changed from original
2334 consignee/ destination. TSP will also be entitled to the applicable published
2335 accessorial and line-haul rates from origin to new destination via the
2336 interception point. Assessment of line haul minimum charges shall be based
2337 on actual total miles travelled from origin via intercept point to new
2338 destination.
- 2339 ii. Rates shall be negotiated when TSP do not have an applicable tender on file to
2340 or from the interception point.
- 2341 iii. Shipments not exceeding 25 miles are entitled to Relocation (RLS) Item 67
2342 (pg. 114).
- 2343 2. Payment of all charges for Reconsignment/Diversion shall be the responsibility of the
2344 requestor.
- 2345 3. When a shipper or consignee refuses, rejects, or requests a shipment be returned to origin,
2346 return movement shall be subject to rate of original inbound movement or to the rate
2347 applicable for return movements, whichever is less. TSP will obtain a BL from the party
2348 requesting return. Charge for returned freight shall be applicable to
2349 return/refusal/rejected shipment rate of RCC (2) \$ _____. Returning a shipment to
2350 the point of origin will not be interpreted as a continuous movement.
- 2351 4. For tank truck, the TSP shall receive a minimum return charge subject to a minimum of
2352 half the amount (in gallons) that was transported.

2353 5. Time waiting for return paperwork after expiration of free time is considered unloading
 2354 time and subject to detention charges.

2355 **I. STORAGE (SRG)**

2356 1. DoD freight that is held in possession of the TSP by reason of an act or omission of the
 2357 consignor, consignee or owner, or for customs clearance or inspection or for any reason
 2358 not the fault of the TSP, shall be considered stored, subject to the following conditions
 2359 and charges. Storage applies to the time frame between pickup of DoD freight at origin
 2360 is complete and before unloading starts at destination. Refer to Item 21 for information
 2361 regarding free time for loading/unloading and detention charges.

2362 a. Freight that arrives to the consignee’s offloading location and within the consignee’s
 2363 official offloading hours, but is not offloaded prior to the end of the consignee’s
 2364 official offloading hours is considered stored. Freight that has not arrived to the
 2365 consignee’s location before the published offloading hours is considered in-transit
 2366 and not subject to storage charges. Storage charges on freight in TSP’s possession
 2367 awaiting offload shall begin at the end of the consignee’s official offloading hours
 2368 and will remain in storage status until offloaded. The TSP will provide written
 2369 notification to the consignee the freight is in storage. Additional documentation may
 2370 be required to establish storage charges.

2371 b. Storage charges for freight with Transportation Protective Services (TPS) requiring
 2372 secure holding are granted under the following conditions:

2373 i. TSPs must conform to the consignee’s TFG delivery instructions. TSPs must
 2374 meet DoD standard transit time or RDD (whichever is shorter).

2375 ii. TSP forced to stop in secure holding after shipment pickup due to consignee
 2376 unable, or unavailable to offload on the anticipated arrival day.

2377 (7). TSP’s anticipated arrival at destination must be based on continuous
 2378 movement of the shipment. Shipments that must stop in secure holding
 2379 due to Federal and State regulations on driver duty-day limitations are not
 2380 authorized storage.

2381 (8). TSP must notify the consignee in writing of their anticipated arrival and/or
 2382 request an appointment IAW the consignee’s TFG.

2383 (9). TSP must be given later arrival instructions or appointments by the
 2384 consignee.

2385 (10). TSPs are not authorized storage charges if consignee arrival
 2386 instructions or alternate appointment is for the same day as the TSP’s
 2387 anticipated, or scheduled arrival.

2388 iii. TSPs whose confirmed appointment is changed by the consignee to a later
 2389 date after shipment pickup.

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- 2390 (11). TSPs who receive an alternate appointment for the same day as
2391 their original appointment will not be authorized storage charges.
- 2392 iv. Storage charges will begin at the end of the consignee’s offloading hours on
2393 the date the TSP communicated anticipated arrival or their originally
2394 requested/scheduled appointment and will end at the beginning of the
2395 confirmed appointment or when actually offloaded, whichever is earlier.
- 2396 c. For DOD receiving locations requiring appointments:
- 2397 i. Freight that arrives to the consignee’s location prior to a scheduled offloading
2398 appointment is considered stored. The freight must arrive within the
2399 consignee’s published offloading hours to qualify for storage. Freight arriving
2400 after published offloading hours is considered still in transit.
- 2401 ii. Storage charges shall begin upon TSP’s written notification to the consignee
2402 that the freight is locally available to immediately begin offloading and will
2403 remain in storage status until offloaded or the scheduled offloading
2404 appointment, whichever is earlier.
- 2405 iii. Storage charges are not allowed if freight arrives on the same day as the
2406 scheduled appointment.
- 2407 iv. Storage charges are not allowed if freight arrives after scheduled offloading
2408 appointment.
- 2409 d. Attaching reports from integrated GPS/tracking systems in the conveyance to the
2410 written notification to the consignee is encouraged.
- 2411 e. Non applicable charges, as referenced in this part, Paragraph D.
- 2412 f. In instances of “hostage freight,” TSP, and their subcontractors, shall be prohibited
2413 from exercising state warehousemen’s liens, or any other liens arising under state law,
2414 or from selling U.S. government property to satisfy accrued storage or other
2415 transportation charges. TSP shall at all times be responsible for the acts of their
2416 subcontractors, and will ensure that subcontractors are fully paid according to the
2417 terms of any subcontract for storage or transportation charges in order to eliminate
2418 “hostage freight situations, and the unlawful exercise of a state lien on federal
2419 property by subcontractors. Hostage freight situations may also be reviewed by a TSP
2420 review board to administratively determine whether a TSP is financially responsible,
2421 where a TSP fails to pay justly owed sums to one of its subcontractors. SDDC shall
2422 also have the option to conduct TSP review boards to determine whether a TSP
2423 should be held liable for damages caused to the government in a “hostage freight”
2424 situation, and file any claims as required.
- 2425 2. Shipments in storage shall be subject to the following charges:
- 2426 a. Shipments weighing less than 10,000 pounds shall be subject to Storage charges of
2427 SRG (1) \$ _____ per day, prorated by 1-hour increments rounded to the nearest full
2428 hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2429 b. Shipments weighing 10,000 pounds or more shall be subject to Storage charges of
2430 SRG (2) \$_____ per day, prorated by 1-hour increments rounded to the nearest full
2431 hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.
- 2432 c. Shipments stored in the carrier's possession after free time has expired shall be subject
2433 to a charge of SRG (3) \$__ per day, prorated by 1-hour increments rounded to the
2434 nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per tank
2435 vehicle or pipeline shipment.
- 2436 d. Subject to a minimum charge of SRG (4) \$_____ per shipment.

2437 **J. GOVERNMENT CARGO RECOVERY EFFORT PROGRAM FOR**
2438 **ASTRAY FREIGHT**

- 2439 1. The GOCARE program provides DoD a method to recover lost and astray freight
2440 shipments contained in the TSPs warehouse and/or terminal. TSPs may not utilize
2441 salvage yards to store astray freight that is DoD owned.
- 2442 2. TSPs are required to provide terminal information for all locations to SDDC annually.
2443 Terminal information should include; address, POC, telephone number and email
2444 address. TSPs may email the terminal information to SDDC at:
2445 usarmy.scott.sddc.mbx.go-carriers@mail.mil.
- 2446 3. TSPs reporting DoD astray freight findings shall adhere to the following GOCARE
2447 procedures:
- 2448 a. Freight with DoD identifying marks may be left with the TSP until forwarding
2449 instructions are received from the DoD GOCARE representative.
- 2450 b. Freight without DoD identifying marks or bearing conflicting marks that imply the
2451 freight may belong to DoD shall be opened by the TSP to ensure contents are DoD owned. The
2452 freight may be opened and inspected by a DoD GOCARE representative in the presence of an
2453 authorized TSP representative to determine the existence of any packing lists or other evidence
2454 of property identification. The freight will remain in the TSPs possession until the DoD
2455 GOCARE representative determines the freight belongs to DoD and provides the TSP
2456 forwarding instructions. Once forwarding instructions are received, the TSP will deliver the
2457 freight "Free Astray".
- 2458 c. The TSP will contact the DoD GOCARE representative for the assigned geographical
2459 area within 48 hours (excluding weekends/holidays) to report astray freight findings. If the DoD
2460 GOCARE representative is unknown, contact the SDDC GOCARE representative at the
2461 telephone number referenced in Section A, Part VIII, Emergency Notification Information, Table
2462 1, of this publication or email: usarmy.scott.sddc.mbx.go-carriers@mail.mil.
2463
2464 d. Information on GOCARE installation locations is available on SDDC's GOCARE
2465 public website at: <https://www.sddc.army.mil/G3/Pages/GOCARE.aspx>. The TSP can refer to
2466 the GOCARE tab contained in the installation's Transportation Facilities Guide record to obtain
2467 the name and telephone number of the DoD GOCARE representative.
2468
2469

2470 e. Visits to a TSP facility by a DoD GOCARE representative will be coordinated and scheduled
 2471 for a mutually convenient time. Only OS&D freight will be inspected in association with
 2472 GOCARE visits.

2473

2474 **K. WEIGHT LIMITATIONS**

2475 1. A TSP will inform the shipper of weight limitations and verify that the weight on any
 2476 vehicle loaded by or on behalf of DoD does not exceed limitations imposed by any state
 2477 or municipality.

2478 **L. WEIGHT VERIFICATION**

2479 1. When scales for weight verification are available and furnished by requesting shipper or
 2480 consignee, no charges for Weight Verification shall apply.

2481 2. Upon request of shipper or consignee, when a TSP verifies weight of a shipment at scales
 2482 not located at origin or destination, a flat fee charge of WTV(1) \$ ____ per vehicle will
 2483 apply.

2484 3. If not requested by shipper or consignee, the TSP shall have the option, at their
 2485 convenience and expense, to reweigh the shipment any time prior to delivery. If the
 2486 reweigh weight causes an increase or decrease to the total shipment cost of the original
 2487 BL:

2488 a. The TSP shall be responsible for requesting a BL correction notice from the issuing
 2489 officer, who will issue the corrected BL.

2490 b. The TSP will submit the reweigh ticket to the issuing officer within 3 government
 2491 business days of delivery notification. Submitting a copy of the reweigh ticket
 2492 through the TPPS is acceptable. Back up for invoices transmitted via EDI will take
 2493 longer than 3 government business days to transmit. Minimum required data on a
 2494 reweigh ticket shall include the TSP’s name, TSP’s shipment identification number
 2495 (sometimes referred to as a “Pro number”), BL number, date of reweigh, and the
 2496 verified weight.

2497 c. Reweigh charges shall be void if a reweigh ticket is not provided or made available
 2498 electronically to the issuing officer within 3 government business days of delivery.

2499 4. Upon overweight verification at DOT scales if shipment must be returned to origin for
 2500 weight correction, TSP may submit charges for return mileage via an eBill through the
 2501 currently authorized Third Party Payment System (TPPS).

2502 5. If a TSP is fined for being overweight at the first weigh station outside of the pickup
 2503 location, the TSP may issue an eBill for an amount equal to the fine. It shall be the
 2504 responsibility of the TSP to issue supporting documentation to the origin TO through the
 2505 currently authorized TPPS prior to payment of the fine. It shall be the responsibility of
 2506 the driver to ensure obvious discrepancies in weight are resolved prior to departure at
 2507 origin. An eBill may be submitted for the fine only if the fine is due to an incorrect
 2508 shipment weight on the original BL.

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- 2509 6. If a TSP does not verify weight of the shipment, DoD will not be responsible for any fines
2510 or penalties associated with excess gross vehicle weights.
- 2511 7. Rail TSP will verify weight of any shipment upon request by shipper while shipment is
2512 still in the custody of TSP and scales are available. TSP may apply charge of WTV (1)
2513 \$_____ per shipment, or per railcar.
- 2514 8. If railroad verifies weight, a TSP may only charge the difference between billed weight
2515 and actual weight if the actual weight exceeds the billed weight by greater than two
2516 percent.

2517 **M. FUEL SURCHARGE**

- 2518 1. Section 884 of the 2009 National Defense Authorization Act requires any government paid
2519 fuel rate adjustment, also known as a fuel related surcharge (FS), arising from a DoD
2520 transportation contract and funded by government funds be paid, to the maximum extent
2521 practicable, to the cost bearer of the fuel. The cost bearer is the person who actually
2522 incurred the cost of providing the fuel used for the motor transportation.
- 2523 2. The use of the terms motor carrier, freight forwarder, and broker in this Item have the
2524 same definition as those provided in 49 U.S.C. 13102.
- 2525 3. Each TSP must provide all drivers, owner operators, motor TSPs, freight forwarders, or
2526 brokers notice that the cost bearer who transports cargo is entitled to any FS charge paid
2527 with government funds. The TSP must identify any shipment that is entitled to a
2528 federally funded FS payment.
- 2529 4. The TSP has the responsibility to ensure the FS payment goes to the cost bearer. The TSP
2530 shall insert a flow-down clause requiring the pass-through of the FS payment to the cost
2531 bearer in all its transportation subcontracts and agreements with motor TSPs, freight
2532 forwarders, or brokers who provide or arrange for motor carriage for DoD authorized
2533 shippers. Include the flow-down clause in all contract tiers. The clause will require
2534 paying the FS to the cost bearer within thirty (30) business days of the receipt of the FS
2535 payment. If there is more than one cost bearer, then the TSP pays each cost bearer his or
2536 her share of the FS payment based on the motor transportation miles provided by each
2537 cost bearer.
- 2538 5. The TSP must include and require a flow-down clause in all its contracts, subcontracts,
2539 and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange
2540 for motor carriage for DoD authorized shippers. The contracts, subcontracts and
2541 agreements must state the TSP has the sole responsibility and duty to ensure the FS
2542 payment goes to the cost bearer. All subcontractors and cost bearers must agree and
2543 acknowledge they have no privity of contract with the DoD or USG prior to accepting
2544 any shipments. The cost bearer must agree he or she has no right of legal recourse or
2545 legal standing to assert a claim against DoD or the USG for payment under 31 U.S.C.
2546 3726. The clause will state all parties acknowledge that a BL listing a DoD agency,
2547 military service, other USG agency, or other authorized DTS user, as the shipper,
2548 consignee, or consignor on the BL makes the BL a non-negotiable BL. All parties agree

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2549 they cannot delay delivery of cargo or demand the FS payment or any other payment as a
2550 precondition for timely delivery of a shipment.

2551 6. TSP's who fail to comply with the requirements of this provision may be subject to an
2552 administrative determination to place the TSP in non-use or suspension status.

2553 **N. SHIPMENTS IN CONTINUOUS MOVEMENT**

2554 1. For shipments in continuous movement that travel by multiple modes, security and other
2555 applicable accessorial services required shall be IAW modal requirements established in
2556 DTR 4500.9R, Chapter 205.

2557 **O. SHIPMENT STATUS**

2558 1. Status of any shipment tendered within 2 hours shall be provided upon request by SDDC,
2559 shipper or consignee.

2560 **P. TRANSPORTATION SERVICE PROVIDER MOVEMENT OF DOD** 2561 **VEHICLES/FREIGHT**

2562 1. Once DoD vehicles and freight are tied down or otherwise secured in place on the
2563 conveyance, the TSP may not move the loaded vehicles without consent of shipper,
2564 unless in the event of an emergency. This provision does not prohibit TSP from loading
2565 additional freight and will not constitute a request for Exclusive Use of
2566 Trailer/Dromedary (EXC).

2567 **Q. NATIONAL DEFENSE AUTHORIZATION ACT (NDAA) (PUBLIC** 2568 **LAW 115-232)**

2569 1. This Section incorporates the requirements of the FY19 into the MFTURP. NDAA
2570 Section 889(a)(1)(A) prohibits the head of an executive agency on or after August 13,
2571 2019, from procuring or obtaining, or extending or renewing a contract to procure or
2572 obtain, any equipment, system, or service that uses covered telecommunications
2573 equipment or services as a substantial or essential component of any system, or as critical
2574 technology as part of any system. Nothing in the prohibition shall be construed to
2575 prohibit the head of an executive agency from procuring with an entity to provide a
2576 service that connects to the facilities of a third-party, such as backhaul, roaming, or
2577 interconnection arrangements; or cover telecommunications equipment that cannot route
2578 or redirect user data traffic or cannot permit visibility into any user data or packets that
2579 such equipment transmits or otherwise handles. FY19 NDAA Section 889(a)(1)(B) (Pub.
2580 L. 115-232) prohibits executive agencies on or after August 13, 2020 from entering into,
2581 or extending or renewing, a contract with an entity that uses any equipment, system, or
2582 service that uses telecommunications equipment or services as a substantial or essential
2583 component of any system, or as critical technology as part of any system, regardless of
2584 whether that usage is in performance of work under a Federal contract. Nothing in the
2585 prohibition shall be construed to prohibit the head of an executive agency from procuring
2586 with an entity to provide a service that connects to the facilities of a third-party, such as
2587 backhaul, roaming, or interconnection arrangements; or cover telecommunications

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2588 equipment that cannot route or redirect user data traffic or cannot permit visibility into
2589 any user data or packets that such equipment transmits or otherwise handles. This
2590 NDAA provision also applies to non-Federal Acquisitions Regulation transportation
2591 services.

2592

2593 2. Definitions:

2594 a. Covered telecommunications equipment or services means:

2595 i. Telecommunications equipment produced by Huawei Technologies Company
2596 or ZTE Corporation (or any subsidiary or affiliate of such entities).

2597 ii. For the purpose of public safety, security of Government facilities, physical
2598 security

2599 iii. Surveillance of critical infrastructure, and other national security purposes,
2600 video surveillance and telecommunications equipment produced by Hytera
2601 Communications Corporation, Hangzhou Hikvision Digital Technology
2602 Company, or Dahua Technology Company (or any subsidiary or affiliate of
2603 such entities).

2604 iv. Telecommunications or video surveillance services provided by such entities
2605 or using such equipment; or

2606 v. Telecommunications or video surveillance equipment or services produced or
2607 provided by an entity that the Secretary of Defense, in consultation with the
2608 Director of National Intelligence or the Director of the Federal Bureau of
2609 Investigation, reasonably believes to be an entity owned or controlled by, or
2610 otherwise connected to, the government of the People’s Republic of China.

2611 b. Critical technology means:

2612 i. Defense articles or defense services included on the United States Munitions
2613 List set forth in the International Traffic in Arms Regulations under
2614 subchapter M of chapter I of title 22, Code of Federal Regulations.

2615 ii. Items included on the Commerce Control List set forth in Supplement No. 1 to
2616 part 774 of the Export Administration Regulations under subchapter C of
2617 chapter VII of title 15, Code of Federal Regulations, and controlled.

2618 (12). Pursuant to multilateral regimes, including for reasons relating to
2619 national security, chemical and biological weapons proliferation, nuclear
2620 nonproliferation, or missile technology; or

2621 (13). For reasons relating to regional stability or surreptitious listening.

2622

2623 iii. Specially designed and prepared nuclear equipment, parts and components,
2624 materials, software, and technology covered by part 810 of title 10, Code of
2625 Federal Regulations (relating to assistance to foreign atomic energy activities).

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- 2626 iv. Nuclear facilities, equipment, and material covered by part 110 of title 10,
2627 Code of Federal Regulations (relating to export and import of nuclear
2628 equipment and material).
- 2629 v. 121 of title 9 of such Code, or part 73 of title 42 of such Code; or
- 2630 vi. Select agents and toxins covered by part 331 of title 7, Code of Federal
2631 Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such
2632 Code; or
- 2633 vii. Emerging and foundational technologies controlled pursuant to section 1758
2634 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).
- 2635 c. Substantial or essential component means any component necessary for the proper
2636 function or performance of a piece of equipment, system, or service.
- 2637 d. Backhaul means: intermediate links between the core network, or backbone network,
2638 and the small subnetworks at the edge of the network (e.g., connecting cell
2639 phones/towers to the core telephone network). Backhaul can be wireless (e.g.,
2640 microwave) or wired (e.g., fiber optic, coaxial cable, Ethernet).
- 2641 e. Interconnection arrangements means: arrangements governing the physical connection
2642 of two or more networks to allow the use of another's network to hand off traffic
2643 where it is ultimately delivered (e.g., connection of a customer of telephone provider
2644 A to a customer of telephone company B) or sharing data and other information
2645 resources.
- 2646 f. Roaming means: cellular communications services (e.g., voice, video, data) received
2647 from a visited network when unable to connect to the facilities of the home network
2648 either because signal coverage is too weak or because traffic is too high.
- 2649 g. Substantial or essential component means: any component necessary for the proper
2650 function or performance of a piece of equipment, system, or service
- 2651 h. A reasonable inquiry is an inquiry designed to uncover any information in the entity's
2652 possession about the identity of the producer or provider of covered
2653 telecommunications equipment or services used by the entity. A reasonable inquiry
2654 need not include an internal or third-party audit.
- 2655 i. Possession about the identity of the producer or provider of covered
2656 telecommunications equipment or services used by the entity. A reasonable inquiry
2657 need not include an internal or third-party audit.
- 2658 3. Prohibitions.
- 2659 a. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for
2660 Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or
2661 after August 13, 2019, from procuring or obtaining, or extending or renewing a
2662 contract to procure or obtain, any equipment, system, or service that uses covered
2663 telecommunications equipment or services as a substantial or essential component of
2664 any system, or as critical technology as part of any system. The Contractor is
2665 prohibited from providing to the Government any equipment, system, or service that

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2666 uses covered telecommunications equipment or services as a substantial or essential
2667 component of any system, or as critical technology as part of any system, unless an
2668 exception (below in subparagraph (c)) applies or the covered telecommunication
2669 equipment or services are covered by a waiver issued by the Secretary of Defense.

2670 b. Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for
2671 Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or
2672 after August 13, 2020, from entering into a contract, or extending or renewing a
2673 contract, with an entity that uses any equipment, system, or service that uses covered
2674 telecommunications equipment or services as a substantial or essential component of
2675 any system, or as critical technology as part of any system, unless the covered
2676 telecommunications equipment or services are covered by a waiver described in
2677 paragraph 6(c) of this subparagraph. This prohibition applies to the use of covered
2678 telecommunications equipment or services, regardless of whether that use is in
2679 performance of work under a Federal contract. Nothing in the prohibition shall be
2680 construed to (1) prohibit the head of an executive agency from procuring with an
2681 entity to provide a service that connects to the facilities of a third-party, such as
2682 backhaul, roaming, or interconnection arrangements; or (2) cover telecommunications
2683 equipment that cannot route or redirect user data traffic or cannot permit visibility
2684 into any user data or packets that such equipment transmits or otherwise handles.

2685 4. Reporting Requirements.

2686 a. In the event the Contractor identifies covered telecommunications equipment or
2687 services used as a substantial or essential component of any system, or as critical
2688 technology as part of any system, during contract performance, or the Contractor is
2689 notified of such by a subcontractor at any tier or by any other source, the Contractor
2690 shall report the information in paragraph (4)(b) (see below) to the Transportation
2691 Officer, Ordering Officer, or Contracting Officer who procured the transportation
2692 services, to the SDDC G3 Freight Carrier Management Program office
2693 (usarmy.scott.sddc.mbx.carrier-registrations@mail.mil), and to the Defense Industrial
2694 Base Cybersecurity Information website (<https://dibnet.dod.mil>).

2695 b. The Contractor shall report the following information pursuant to paragraph IV(a)
2696 above:

2697 i. Within one (1) business day from the date of such identification or notification:
2698 the contract number; the order number(s), if applicable; supplier name;
2699 supplier unique entity identifier (if known); supplier Commercial and
2700 Government Entity (CAGE) code (if known); brand; model number (original
2701 equipment manufacturer number, manufacturer part number, or wholesaler
2702 number); item description; and any readily available information about
2703 mitigation actions undertaken or recommended.

2704 ii. Within ten (10) business days of submitting the information in paragraph
2705 IV(B)(1): any further available information about mitigation actions
2706 undertaken or recommended. In addition, the Contractor shall describe the
2707 efforts it undertook to prevent use or submission of covered
2708 telecommunications equipment or services, and any additional efforts that will

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2709 be incorporated to prevent future use or submission of covered
2710 telecommunications equipment or services.

2711 5. Subcontracts.

2712 a. The Contractor shall insert the substance of paragraph IV (above) and this
2713 subparagraph (V), in all subcontracts and other contractual instruments, including
2714 subcontracts for the acquisition of commercial items.

2715 6. TSP Representations.

2716 a. TSPs must provide representations to the Government regarding whether the entity
2717 will provide covered telecommunications equipment or services to the government,
2718 and (after conducting a reasonable inquiry) whether the TSP uses covered
2719 telecommunications equipment or services. TSPs must alert the Government if
2720 covered telecommunications equipment or services are discovered during contract
2721 performance. Specifically, TSPs must certify that:

2722 i. It will not provide covered telecommunications equipment or services to the
2723 Government in the performance of any contract, subcontract or other
2724 contractual instrument resulting from this tender of service. The TSP shall
2725 provide the additional disclosure information required at paragraph 6(a) if the
2726 TSP responds “will” in this paragraph; and

2727 ii. After conducting a reasonable inquiry, for purposes of this certification, it []
2728 does, [] does not use covered telecommunications equipment or services, or
2729 use any equipment, system, or service that uses covered telecommunications
2730 equipment or services. The TSP shall provide the additional disclosure
2731 information required at paragraph 6(b) if the TSP responds “does” in this
2732 paragraph.

2733 b. This declaration must be made in the Freight Carrier Registration Program (FCRP).
2734 New carriers, upon registering, will indicate whether they are in compliance with the
2735 NDAA. Carriers who are already registered in FCRP would enter the application and
2736 make the same declaration. Carriers who fail to provide this information will be
2737 automatically placed in a disapproved status until the accurate representation is made;
2738 such carriers will be automatically reapproved when the certification requirement was
2739 been met.

2740 7. Exceptions.

2741 a. The statute includes two exceptions at Section 889 (a)(2)(A) and (B). The exception at
2742 889(a)(2)(A) allows the head of executive agency to procure with an entity “to
2743 provide a service that connects to the facilities of a third-party, such as backhaul,
2744 roaming, or interconnection arrangements.” The exception at 889(a)(2)(B) allows an
2745 entity to procure “telecommunications equipment that cannot route or redirect user
2746 data traffic or [cannot] permit visibility into any user data or packets that such
2747 equipment transmits or otherwise handles.”

2748 8. Waivers.

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2749 a. If a TSP represents they “will” or “does” under paragraph 6(b) above, the Agency may
2750 initiate a waiver request.

2751 i. The Secretary of Defense has authority to grant a one-time waiver from FY19
2752 NDAA Section 889(a)(1)(B) on a case-by-case basis that will expire no later
2753 than August 13, 2022.

2754 ii. Waivers can be pursued if TSP uses covered equipment or services and no
2755 exception applies.

2756 iii. Waivers may take weeks to obtain; where mission needs do not permit time to
2757 obtain a waiver, DoD agencies may reasonably choose not to initiate one and
2758 to move forward and make award to a TSP that does not require a waiver.

2759 iv. If a waiver is granted, with respect to particular use of covered
2760 telecommunications equipment or services, the contractor will still be required
2761 to report any additional use of covered telecommunications equipment or
2762 services discovered or identified during the shipment performance period.

2763 9. Processing Exceptions and Waivers.

2764 a. Exceptions may be recognized by SDDC or USTRANSCOM. Waiver requests will be
2765 forwarded to the Secretary of Defense for consideration as required.

2766 b. Before an exception or waiver can be pursued, the TSP must make certain disclosures:

2767 i. If the TSP has responded “will” in the certification in paragraph VI(A)(1)
2768 above, TSP shall provide the following information:

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- 2769 (14). For covered equipment:
- 2770 a. The entity that produced the covered telecommunications
- 2771 equipment (include entity name, unique entity identifier,
- 2772 CAGE code, and whether the entity was the original equipment
- 2773 manufacturer (OEM) or a distributor, if known);
- 2774 (b). A description of all covered telecommunications equipment offered
- 2775 (include brand; model number, such as OEM number, manufacturer
- 2776 part number, or wholesaler number; and item description, as
- 2777 applicable); and
- 2778 (c). Explanation of the proposed use of covered telecommunications
- 2779 equipment and any factors relevant to determining if such use would
- 2780 be permissible under the prohibition in paragraph III (above).
- 2781 (15). For covered services:
- 2782 a. If the service is related to item maintenance: A description of all
- 2783 covered telecommunications services offered (include on the
- 2784 item being maintained: Brand; model number, such as OEM
- 2785 number, manufacturer part number, or wholesaler number; and
- 2786 item description, as applicable); or
- 2787 (d). If not associated with maintenance, the Product Service Code (PSC) of
- 2788 the service being provided; and explanation of the proposed use of
- 2789 covered telecommunications services and any factors relevant to
- 2790 determining if such use would be permissible under the prohibition in
- 2791 paragraph III (above).
- 2792 (e). If the TSP has responded “does” in the certification in paragraph VI
- 2793 (A)(2) above, the TSP shall provide the following information:
- 2794 3. For covered equipment:
- 2795 a. The entity that produced the covered telecommunications
- 2796 equipment (include entity name, unique entity identifier,
- 2797 CAGE code, and whether the entity was the OEM or a
- 2798 distributor, if known) [note, the CAGE Code is a five-character
- 2799 ID number used extensively within the federal government,
- 2800 assigned by the Department of Defense’s Defense Logistics
- 2801 Agency (DLA). The CAGE Code provides a standardized
- 2802 method of identifying a various entities. There is no cost to
- 2803 obtain a CAGE Code. CAGE Codes can be found online, at
- 2804 <https://cage.dla.mil/Home/>];
- 2805 (f). A description of all covered telecommunications equipment offered
- 2806 (include brand; model number, such as OEM number, manufacturer
- 2807 part number, or wholesaler number; and item description, as
- 2808 applicable); and

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- 2809 (g). Explanation of the proposed use of covered telecommunications
2810 equipment and any factors relevant to determining if such use would
2811 be permissible under the prohibition in paragraph III (above).
- 2812 (16). For covered services:
- 2813 a. If the service is related to item maintenance: A description of all
2814 covered telecommunications services offered (include on the
2815 item being maintained: Brand; model number, such as OEM
2816 number, manufacturer part number, or wholesaler number; and
2817 item description, as applicable); or
- 2818 (h). If not associated with maintenance, the PSC of the service being
2819 provided; and explanation of the proposed use of covered
2820 telecommunications services and any factors relevant to determining if
2821 such use would be permissible under the prohibition in paragraph III
2822 (above).
- 2823 (17). The provision of a waiver does not alter or amend any other
2824 requirements of U.S. law, including protections for sensitive sources and
2825 methods. In particular, any waiver issued pursuant to these regulations is
2826 not authorization by the U.S. Government to export, re-export, or transfer
2827 (in-country) items subject to the Export Administration or International
2828 Traffic in Arms Regulations (15 CFR 730-774 and 22 CFR 120-130,
2829 respectively).

2830

2831 **R. EXECUTIVE ORDER 13950 – COMBATING RACE AND SEX** 2832 **STEREOTYPING**

- 2833 1. This Section incorporates the requirements of Executive Order 13950, Combating Race
2834 and Sex Stereotyping. EO 13950 became effective immediately when signed on
2835 September 22, 2020, but the requirements for federal contractors and subcontractors
2836 apply to contracts entered into 60 days after the date of the Executive Order, which is
2837 November 21, 2020.
- 2838 2. EO 13950 provides that, except in contracts exempted in the manner provided by section
2839 204 of Executive Order 11246 of September 24, 1965 (Equal Employment Opportunity),
2840 as amended, all Government contracting agencies shall include in every Government
2841 contract entered into on or after November 21, 2020, certain language to ensure
2842 compliance with the Executive Order. During performance of this contract (to include
2843 non-FAR contracts), the contractor agrees as follows:
- 2844 a. The contractor shall not use any workplace training that inculcates in its employees
2845 any form of race or sex stereotyping or any form of race or sex scapegoating,
2846 including the concepts that (a) one race or sex is inherently superior to another race or
2847 sex; (b) an individual, by virtue of his or her race or sex, is inherently racist, sexist, or
2848 oppressive, whether consciously or unconsciously; (c) an individual should be

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2849 discriminated against or receive adverse treatment solely or partly because of his or
2850 her race or sex; (d) members of one race or sex cannot and should not attempt to treat
2851 others without respect to race or sex; (e) an individual’s moral character is necessarily
2852 determined by his or her race or sex; (f) an individual, by virtue of his or her race or
2853 sex, bears responsibility for actions committed in the past by other members of the
2854 same race or sex; (g) any individual should feel discomfort, guilt, anguish, or any
2855 other form of psychological distress on account of his or her race or sex; or (h)
2856 meritocracy or traits such as a hard work ethic are racist or sexist, or were created by
2857 a particular race to oppress another race. The term “race or sex stereotyping” means
2858 ascribing character traits, values, moral and ethical codes, privileges, status, or beliefs
2859 to a race or sex, or to an individual because of his or her race or sex, and the term
2860 “race or sex scapegoating” means assigning fault, blame, or bias to a race or sex, or to
2861 members of a race or sex because of their race or sex.

2862 b. The contractor will send to each labor union or representative of workers with which
2863 the contractor has a collective bargaining agreement or other contract or
2864 understanding, a notice to be provided by the SDDC at
2865 <https://www.sddc.army.mil/dms/Pages/default.aspx> or
2866 <https://www.sddc.army.mil/ims/Pages/default.aspx>, advising the labor union or
2867 workers’ representative of the contractor’s commitments under EO 13950 and shall
2868 post copies of the notice in conspicuous places available to employees and applicants
2869 for employment.

2870 c. In the event of the contractor’s noncompliance with the requirements of paragraphs
2871 (A), (B), and (D), or with any rules, regulations, or orders that may be promulgated in
2872 accordance with EO 13950, this contract may be canceled, terminated, or suspended
2873 in whole or in part and the contractor may be declared ineligible for further
2874 Government contracts in accordance with procedures authorized in Executive Order
2875 11246, and such other sanctions may be imposed and remedies invoked as provided
2876 by any rules, regulations, or orders the Secretary of Labor has issued or adopted
2877 pursuant to Executive Order 11246, including subpart D of that order.

2878 d. The contractor will include the provisions of paragraphs (A) through (D) in every
2879 subcontract or purchase order unless exempted by rules, regulations, or orders of the
2880 Secretary of Labor, so that such provisions will be binding upon each subcontractor
2881 or vendor. The contractor will take such action with respect to any subcontract or
2882 purchase order as may be directed by the Secretary of Labor as a means of enforcing
2883 such provisions including sanctions for noncompliance: Provided, however, that in
2884 the event the contractor becomes involved in, or is threatened with, litigation with a
2885 subcontractor or vendor as a result of such direction, the contractor may request the
2886 United States to enter into such litigation to protect the interests of the United States.

2887 3. The Executive Order does not prevent agencies, the United States Uniformed Services, or
2888 contractors from promoting racial, cultural, or ethnic diversity or inclusiveness during
2889 this contract, provided such efforts are consistent with the requirements of EO 13950.

2890

2891 VII. CLAIMS AND DISPUTES

2892 **A. CLAIMS**

- 2893** 1. A TSP will address and respond to claims for loss and damage IAW regulations in 49
2894 CFR, Part 1005.2, Filing of Claims; and, if applicable, 41 CFR, Parts 102-117 and 102-
2895 118.
- 2896** 2. A TSP will process claims for overcharges/undercharges, shortages, damages, and any
2897 other transportation discrepancies through the issuing TO. Use of Transportation
2898 Discrepancy Reports (TDRs) via the Discrepancy Identification System (DIS) application
2899 in GFM must be processed IAW DTR Part II, Chapter 210, and Appendix I, and the DIS
2900 User Manual (available on the GFM home page). TSPs must monitor DIS regularly and
2901 reply to all TDRs that have been addressed to them within 30 calendar days.

2902 **B. DISPUTE RESOLUTION**

- 2903** 1. TSPs will contact and work with the shipping TO on possible cost disputes and/or
2904 additional charges. When unable to resolve a claim or dispute, TSP will take the dispute
2905 to the following:

- 2906** a. General freight/military vehicles/AA&E:

2907 HQ, SDDC
2908 ATTN: G3, Domestic Movement Support
2909 1 Soldier Way, Building 1900W
2910 Scott AFB, IL 62225
2911 usarmy.scott.sddc.mbx.cost-questions@mail.mil

- 2912**
- 2913** b. DPM HHG Shipments:

2914 USTRANSCOM
2915 ATTN: TCJ9 Personal Property
2916 508 Scott Drive, Building 1900W
2917 Scott AFB, IL. 62225
2918 transcom.scott.tcj5j4.mbx.ppty@mail.mil

- 2919**
- 2920** c. Air TSPs:

2921 USTRANSCOM
2922 ATTN: Commercial Services Branch
2923 508 Scott Drive, Bldg 1900E
2924 Scott AFB, IL 62225
2925 transcom.scott.tcj5j4.mbx.lc@mail.mil

- 2926**
- 2927** d. BULK FUEL COMMODITIES:

2928 Defense Logistics Agency Energy
2929 ATTN: Defense Logistics Agency Energy-BI
2930 8725 John J. Kingman Road, Suite 2946
2931 Fort Belvoir, VA 22060-6222

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2. TSP has 36 months from date of delivery to initiate possible claim or dispute.
3. SDDC can assist in providing the government’s position on the dispute and offer a written decision to TO and TSP.
4. When DOD and TSP records conflict, DOD records take precedence.
5. Defense Logistics Agency Energy can respond in writing to this appeal and forward its decision with supporting documents within 60 days.
6. TSP can appeal SDDC’s/USTRANSCOM’s/DLA’s position to General Services:

Transportation Audits Division
U.S. General Services Administration
Attn: Accounts Section
1800 F Street NW
3rd Floor, Mail Hub 3400
Washington, DC 20405
Protests@gsa.gov

VIII. BULK FUEL COMMODITIES:

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1. BULK FUEL COMMODITIES: TSP may submit an appeal in writing within 60 days regarding any dispute rendered by the DoD to:

Defense Energy Support Center (Defense Logistics Agency Energy)
ATTN: Defense Logistics Agency Energy-BI
8725 John J. Kingman Road, Suite 2946
Fort Belvoir, VA 22060-6222
2. Defense Logistics Agency Energy can respond in writing to this appeal and forward its decision with supporting documents within 60 days.
3. TSP can appeal SDDC’s/USTRANSCOM’s/DLA’s position to General Services:

Transportation Audits Division
U.S. General Services Administration
Attn: Accounts Section
1800 F Street NW
3rd Floor, Mail Hub 3400
Washington, DC 20405
Protests@gsa.gov

IX. EMERGENCY NOTIFICATION INFORMATION

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1. Depending on the issue, TSP should contact the following:

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2971
2972**Table 1 – Contact Information:**

Issue	Point of Contact	Telephone
GOCARE (astray) freight, hours of operation, 0800-1630, M-F	SDDC GOCARE	(618)220-5914
Surface Freight All Kinds (FAK) accidents, incidents, delays in transit—any damage, signs of pilferage, or theft must be reported immediately.	SDDC Command Operations Center (COC)	(618)220-4262
Air Freight All Kinds (FAK) accidents, incidents, delays in transit--any damage, signs of pilferage, or theft must be reported immediately.	USTRANSCOM,TCJ4-LC	(618)220-5773, DSN 770-5773
Accidents, incidents, or other emergencies involving placarded DoD hazardous cargo other than munitions, explosives, or radioactive materials	DoD Hazardous Material (HAZMAT) Hotline	1-800-851-8061
Radioactive Materials	Army Operations Center (AOC)	(703) 697-0218/0219
Radioactive Materials	Navy/USMC	Use 24-hour emergency response number provided by activity.
Radioactive Materials	Air Force	(202) 767-4011
Radioactive Materials	DLA	1-800-851-8061/804-279-3131
Radioactive Materials (Rail)	Naval Reactors Laboratory Field Office	(412) 476-5000
Hazardous Material Spills	National Response Center	1-800-424-8802 and (202) 267-2675
National Agency Check Verification	DCSA	1-800-375-5283
For general questions, policy interpretation, hours of operation are 0700-1730	SDDC Customer Service	1-800-526-1465

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

Issue	Point of Contact	Telephone
Arms, Ammunition and Explosives accidents, emergencies and incidents, call Army Operations Center (AOC) in addition to notifying SDDC DTTS.	AOC	1-703-695-4695/4696
For any incident or accident involving Satellite Motor Surveillance shipments, notify DTTS.	SDDC DTTS	1-800-826-0794/(618)220-5060/DSN770-5060

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2. For emergency bulk fuel issues, contact the following:

2975

2976

2977

Table 2 – Bulk Fuel Contact Information

DLA Energy	Telephone
Defense Logistics Agency Energy-AME (Houston, TX)	(713) 718-3883
Defense Logistics Agency Energy-AMW (San Pedro, CA)	(310) 241-2800
If unable to reach the regional office, contact HQ Defense Logistics Agency Energy Command Control Center	1-800-286-7633

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**SECTION B – MOTOR TRANSPORTATION
SERVICE PROVIDER RULES**

2ND DRAFT

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3091

3092 **I. GENERAL MOTOR TRANSPORTATION SERVICE**
 3093 **PROVIDER INFORMATION**

- 3094 1. This part describes general requirements for a motor TSP transporting DoD freight. In
 3095 order to transport Department of Defense (DoD) freight, carriers must comply with the
 3096 requirements of the Freight Carrier Registration Program (FCRP) as well as the
 3097 requirements and safety and security standards contained in the Defense Transportation
 3098 Regulation (DTR), Part II, Cargo Movement; the Department of Transportation Title 49,
 3099 Code of Federal Regulations (DOT 49 CFR); and this Publication; as well as the U.S.
 3100 Department of Transportation Federal Motor Carrier Safety Administration (FMCSA);
 3101 including the Safety and Fitness Electronic Records (SAFER) System; the National
 3102 Motor Freight Traffic Association, Inc. (NMFTA); and U.S. Bank Syncada (aka Power
 3103 Track).
- 3104 2. For rates based on distance, TSP charges are based on the applicable mileage calculated by
 3105 DTOD's short-line miles, unless otherwise indicated in this publication. As a rule, any
 3106 incident involving DoD cargo should be reported to the appropriate contact listed in
 3107 Section A, VIII, Emergency Notification Information, Table 1 (pg. 88).

3108 **ITEM 1 - TRANSPORTATION SERVICE PROVIDER SECURITY**
 3109 **CLEARANCE REQUIREMENTS**

- 3110 1. Dual Driver Protective Service (DDP) and Protective Security Service (PSS)
 3111 transportation protective services (TPS) can only be provided by a TSP holding a valid
 3112 facility security clearance (FCL) at the level of SECRET or higher issued by the Defense
 3113 Counterintelligence Security Agency (DCSA). TSP employees (to include drivers,
 3114 contractors and subcontractors) who have access to or handle TPS shipments, or have
 3115 advanced knowledge of the shipments' contents or transportation routes, will have an
 3116 Interim Secret or a final SECRET eligibility determination depicted in the Defense
 3117 Information Security Services (DISS).

3118 **ITEM 3 - TRAILER SECURITY REQUIREMENT**

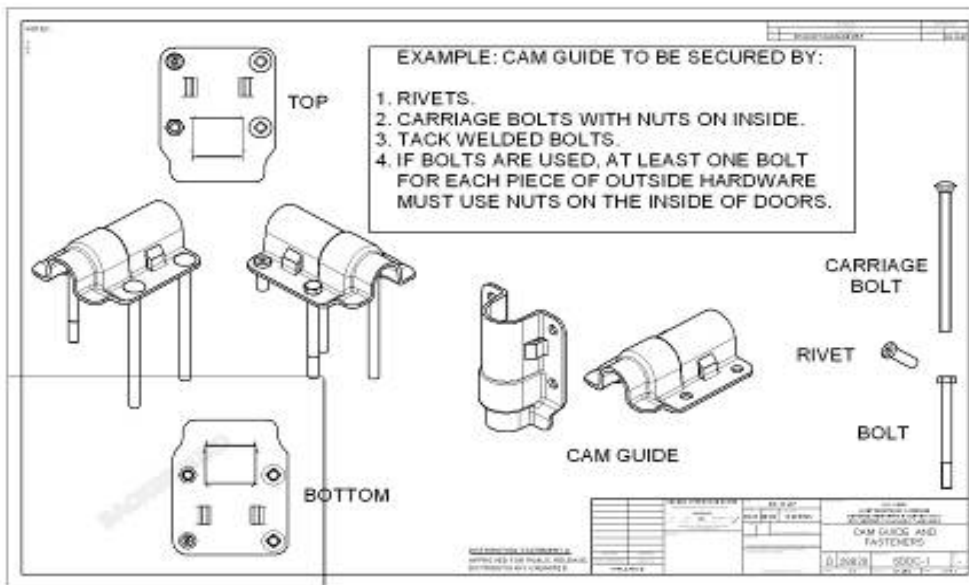
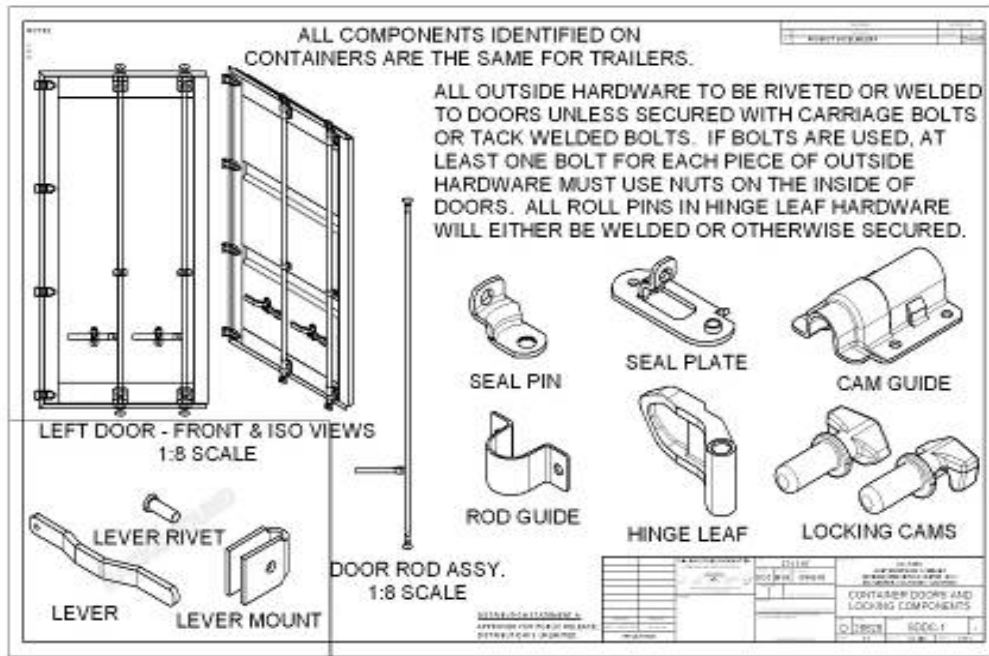
- 3119 1. In accordance with DoD 5100.76M, TSP-provided trailer door hinges and hasps used to
 3120 haul AA&E shall be installed to preclude removal when doors are closed and locked.
 3121 Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting. Customs-
 3122 Trade Partnership Against Terrorism (C-TPAT) rear doors are acceptable without track
 3123 welding or riveting the hinges.
- 3124 2. Door Hinges: For each door hinge, a minimum of one bolt must be either welded or
 3125 riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut
 3126 on inside as long as bolt is flush with nut. The use of cotter pin-type fasteners for hinge
 3127 pins is not acceptable as this device is easily removed. A bolt/nut configuration that is
 3128 welded offers a better alternative to cotter pins. This requirement applies to each hinge
 3129 pin.
- 3130 3. Door Locking Hardware: On each door lever handle, seal plate, pin, and the bottom cam
 3131 guide to the lock shaft, a minimum of one bolt must be either welded or riveted in a

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

3132 manner to preclude easy removal. A bolt may also be turned inward with nut on inside as
 3133 long as bolt is flush with nut.

3134 4. Soft-side trailers are an equal substitution for flatbed (AF) equipment. Soft-side trailers are
 3135 not an equal substitution for closed-van (AV) equipment and shall not be substituted for
 3136 AV equipment without prior approval from the shipper. The transportation protective
 3137 services (TPS) shall be adjusted to meet the TPS requirements of the soft-side trailer.

3138 5. The following diagrams are provided for hinge/hasp arrangement and general reference:



3142 **ITEM 5 - DOD STANDARD TRANSIT TIME GUIDE – SINGLE AND**
 3143 **DUAL-DRIVER SHIPMENTS AND CATEGORIZED AA&E**
 3144 **SHIPMENTS**

3145 1. DoD standard transit times are based on either 500 or 700 miles a day, depending on the
 3146 type of shipment as set forth in figures 5.1 and 5.2. Computation of transit times is as
 3147 follows:

3148 a. Transit times start the day after pick-up and ends on the day the shipment has been
 3149 offered for delivery or delivered. The term “Delivery” does not include arrival at the
 3150 destination secure holding locations prior to the shipment being offered to the
 3151 consignee or delivery point.

3152 b. Weekends and Federal holidays will not be counted as part of the transit time. A
 3153 delivery date that falls on a non-business day (weekend/Federal holiday) will
 3154 automatically be the next business day.

3155 c. Exceptions to standard transit times:

3156 i. Remote sites and any location/site accessible only by ferry. Transit times will
 3157 be determined as listed on the BL RDD.

3158 ii. Operational necessity, as defined in the DTR, Chapter 202.

3159 iii. RDD on the BL is less than the standard transit time (Expedited Service, Item
 3160 35 [pg. 107], in this section, will apply).

3161 iv. Oversize, overweight, or HAZMAT shipments that have movement constraints
 3162 (i.e., daylight movement only and/or other highway permit related
 3163 restrictions).

3164 v. Shipments under FAR-based contracts.

3165 vi. Truck Load (TL) service ordered (excluding SRC I and II) by the
 3166 Transportation Office with one or more stop-offs on a BL. Each authorized
 3167 stop-off on the BL will serve as a destination and subsequent origin when
 3168 calculating transit times.

3169 **Figure 5.1 DoD Standard Transit Time Guide – Standard Commodity Shipments**

TOTAL TRANSIT DAYS – EXCLUDING SATELLITE MOTOR SURVEILLANCE (SNS) (DDP & PSS) SHIPMENTS		
DISTANCE		
MILES	TL	LTL
<=500	1	3
501 – 1000	2	4
1001 – 1500	3	5
1501 – 2000	4	6
2001 – 2500	5	7
>2500	6	7

3170

- 3171 d. Transit times start the day after the shipment departs the installation and end on the
 3172 day the shipment has been offered for delivery or delivered. Delivery does not
 3173 include arrival at the destination secure holding prior to shipment being offered to the
 3174 consignee or delivery point. Weekends and federal holidays will not be counted as
 3175 part of the transit time. A delivery date that falls on a non-business day
 3176 (weekend/Federal holiday) will automatically be the next business day.

3177 **Figure 5.2 DoD Standard Transit Time Guide – SNS (DDP & PSS) Shipments**

TOTAL TRANSIT DAYS FOR SNS (DDP & PSS) SHIPMENTS			
DISTANCE	PSS	DDP	
MILES	TL / LTL / DROM	TL	LTL / DROM
<=700	1	1	5
701 – 1400	2	2	6
1401 – 2100	3	3	7
2101-2800	4	4	8
>2800	5	5	9

3178

- 3179 e. Transit times start the day after the shipment departs the installation and end on the day
 3180 the shipment has been offered for delivery or delivered. Delivery does not include
 3181 arrival at the destination secure holding prior to shipment being offered to the
 3182 consignee or delivery point for offloading. Weekends and federal holidays will be
 3183 counted as part of the transit time. A delivery date that falls on a non-business day
 3184 (weekend/federal holiday) will automatically be the next business day

3185 **ITEM 7 - DRIVER IDENTIFICATION/QUALIFICATION**
 3186 **REQUIREMENTS**

- 3187 1. All drivers transporting DoD shipments on behalf of a TSP will have in their physical
 3188 possession positive identification that verifies their affiliation with the TSP named on the
 3189 BL.
- 3190 2. Drivers who transport any DoD freight will have in their physical possession a valid
 3191 commercial driver's license, employee record card or a similar document that contains
 3192 the driver's photograph and complies with DOT regulations. All documents shall be in
 3193 English and tamper proof. TSPs are responsible for ensuring that any driver who
 3194 transports DoD freight on their behalf is legally qualified, and possesses all necessary
 3195 documentation. Drivers should follow Federal and State medical requirements.
- 3196 3. Rules contained in the National Industrial Security Program Operating Manual DoD
 3197 5220.22-C, Section III will apply to TSP cleared to handle SECRET shipments. For more
 3198 information, see Washington Headquarters Services Executive Services Directorate at:
 3199 <http://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf>.
- 3200 4. TSP will ensure that only qualified and licensed drivers transporting FAK, AA&E, and
 3201 HAZMAT operate a commercial motor vehicle. Any driver engaged in transporting DoD
 3202 freight shall comply with all legal requirements, including federal statutes and regulations

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

3203 and DOT/State and Federal regulations. TSP will ensure drivers transporting AA&E
3204 comply with Title 18, USC, Part I, Chapter 44, Section 922.

3205 5. TSP will not allow any driver in its employ to move DoD vehicles (e.g., HMMVs, trucks,
3206 etc.) unless individual has been properly trained and certified by DoD to drive the
3207 vehicle.

3208 **ITEM 9 - DRIVER INSTRUCTIONS**

3209 1. A TSP will ensure drivers of commercial vehicles transporting explosives or other
3210 dangerous articles for military departments over public roads comply with instructions
3211 contained in 49 CFR, Part 397, Parking and Driving Rules.

3212 **ITEM 11 - INSPECTION OF VEHICLES**

3213 1. TSPs will permit shipper/consignee to inspect vehicle prior to loading/unloading of DoD
3214 freight and annotate deficiencies on DD Form 626-Motor Vehicle Inspection. TSP must
3215 correct any deficiencies found at the time of inspection and take all steps considered
3216 necessary to safely transport the shipment. Vehicles determined to have deficiencies that
3217 are not corrected at the time of inspection will not be loaded. By signing the DD Form
3218 626, the driver is certifying vehicle maintenance is not required nor scheduled prior to
3219 shipment delivery.

3220 2. For shipments of AA&E, consignor will inspect the motor conveyance according to DD
3221 Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) in accordance
3222 with 49 CFR.

3223 **ITEM 13 - SEALING OF VEHICLES**

3224 1. Item 31 (pg. 106), Exclusive Use of Trailer or Dromedary (EXC) shall apply to all
3225 shipments that prohibit loading of additional cargo.

3226 2. Either conveyances sealed by shipper or TSP will not be interpreted as requiring Exclusive
3227 Use. When exclusive use or TPS is not ordered, seals applied by the shipper may be
3228 removed by the TSP and/or subsequent shippers, however in each instance new seal
3229 numbers must be annotated on the BL.

3230 3. TSPs may remove seals in an emergency or at stop-off points only if authorized by the TO.
3231 Replacement of the seal must be a DoD-approved seal and resealed by the individual
3232 removing the seal. If stop-off(s) is/are requested by shipper, the TSP will obtain
3233 additional seals from TO to replace seals broken at known stop-off locations. When the
3234 seal is replaced, the TSP is required to use a DoD-approved seal and must annotate the
3235 new seal number on the BL. When required by authorized Customs and Border Patrol or
3236 the Department of Transportation or if there is an immediate cause for safety or security
3237 of the shipment, the seal may be broken under the direction of a TSP or Government
3238 official that has the equivalent security clearance as required on the BL. (see DTR
3239 Chapter 205, H.2 for more information).

3240 4. TSPs will ensure vehicles utilized as AA&E conveyances are sealed with a serialized bolt
3241 seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper. That bolt seal shall

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

3242 meet the requirements of Federal Specification FF-S-2738, tested and approved by the
3243 DoD Lock Program. In addition, the 5/16-inch (NSN: 5340-01-542-7347) and the 3/8-
3244 inch (NSN: 5340-01-542-7359) World Bolt Container Seals, manufactured by Tyden
3245 Brammall have been tested and approved for use on conveyances used for shipping
3246 AA&E, or other manufacturer who is approved.

3247 5. TSPs authorized to provide TPS must equip each vehicle used to transport AA&E with at
3248 least one extra approved serialized bolt seal. In the event of an emergency or inspection,
3249 the TSP must comply with the request of the on-scene commander or law enforcement
3250 agent to break the seal on the conveyance. In such instances, the TSP must provide an
3251 unusual delay message (“U” message) to DTTS with the name, agency, and badge
3252 number, if applicable, of the enforcement agent completing the seal breakage and
3253 inspection. Upon completion the load shall be resealed with a serialized bolt seal, and
3254 DTTS shall be notified of the new seal numbers, and the information shall be annotated
3255 on the BOL.

3256 **ITEM 15 - TRANSPORTING ANIMALS/PETS AND PASSENGERS**

3257 1. Pets. TSPs transporting DoD freight will inform vehicle inspectors or military police of the
3258 presence of animals/pets in vehicle cab when entering a DoD installation. Animals/pets
3259 shall be leashed, secured or caged prior to arrival at the installation as well as at vehicle
3260 inspection and animal/pets must meet all installation requirements, including up-to-date
3261 vaccinations.

3262 2. Passengers. Passengers not in compliance with TSP Security Clearance Requirements,
3263 Item 1 (pg. 94), in this part are not allowed in the vehicle cab while transporting DoD
3264 sensitive conventional AA&E or classified (SECRET or Confidential) shipments. For
3265 other types of shipments, passengers must meet all installation requirements for entry.

3266 3. For security reasons, and when in agreement with TSP, a DoD employee may be allowed
3267 to ride in the cab of the vehicle.

3268 **II. GENERAL MOTOR TRANSPORTATION SERVICE** 3269 **PROVIDER RULES**

3270 1. This part addresses the general rule requirements for a Motor TSP when providing rates
3271 for services offered when handling, storing, or transporting any type of DoD freight.
3272 Rules contained in this part are mandatory in order for TSP to remain qualified as an
3273 SDDC approved TSP.

3274 **ITEM 17 - CAPACITY LOADS**

3275 1. Shipments are considered capacity loads (also known as “loaded to full capacity”, “loaded
3276 to capacity”) when it occupies the full visible capacity of a vehicle (as more fully defined
3277 in paragraph 2 below). Shipments are to be considered as capacity loads if:

3278 a. It occupies 90 percent of the cargo carrying capacity, as defined by either volume or
3279 weight.

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- 3280 b. Due to the unusual shape or dimensions of the cargo, or because the characteristics of
3281 the freight necessitates segregation or separation from other freight. the vehicle is
3282 filled so that no additional cargo can be loaded.
- 3283 c. It fills a vehicle so that no additional cargo can be loaded.
- 3284 2. For the purposes of this item, a “vehicle” is defined as:
- 3285 a. A van trailer of not less than 40-feet in length and not less than 2,700 cubic feet
3286 capacity:
- 3287 b. An open top trailer of not less than 40-feet in length, or:
- 3288 c. A flatbed, stepdeck, lowboy, or removeable gooseneck trailer of not less than 40 feet in
3289 length.
- 3290 3. TSP are prohibited from billing a shipment as a capacity load if the equipment requested
3291 by the shipper, or provided by TSP, fails to meet the definitions shown in paragraph 2
3292 above. In no event shall more than one vehicle per shipment be loaded to less than full
3293 capacity. Any vehicle loaded to less than full capacity shall be assessed charges as if it
3294 were a separate shipment.
- 3295 4. Charges for each vehicle loaded to full capacity shall be based on either the truckload
3296 charge, when Rate Qualifiers PL, PM, or PV (see Completing a SDDC 364-R Tender,
3297 Section A, in this publication for definitions of rate qualifiers) are used, or the highest
3298 truckload minimum weight and accompanying truckload rate applicable to the equipment
3299 ordered and loaded. Line haul charges will not be calculated using a minimum weight
3300 greater than 45,000 pounds. Shipments rated using line haul charges based upon Rate
3301 Qualifier PQ shall be calculated using the greater of the actual weight or 40,000 pounds
3302 minimum weight.
- 3303 5. This rule does not apply to charges based on the following rate qualifiers: DH, DL, DZ,
3304 PJ, PG, ST, and PY (see completing a SDDC 364-R Tender, Section A, in this
3305 publication for definitions of rate qualifiers). Additionally, this rule does not apply to the
3306 following equipment types: AO1 – AO8 (assorted straight trucks), AD (Dromedary Box
3307 without mechanical restraining devices), AD6 (Dromedary Box with mechanical
3308 restraining devices), A10 (410 Dromedary Box without mechanical restraining devices),
3309 A16 (410 Dromedary Box with mechanical restraining devices), or A20 (Motor Vehicle
3310 Transport Trailer). In the event that additional dromedary rate qualifiers and/or
3311 dromedary equipment codes are developed, this rule shall not apply to them as well.
- 3312 6. This rule shall not apply to charges based on the following equipment types: AA1, AF1,
3313 AY1, AY2, AV1, AG4 and AZ1. If shipper inadvertently tenders a shipment that exceeds
3314 20,000 pounds or 28 linear feet of loading space on the above listed equipment, a TSP is
3315 entitled to bill a shipper using a minimum weight of 20,000 pounds or the actual weight
3316 whichever is greater. In no circumstances may a TSP substitute a vehicle that is smaller
3317 than what is requested by the shipper.
- 3318 7. It is the responsibility of TSP (where practicable) to ensure the safe and efficient loading
3319 of freight (e.g. stacking items when appropriate, etc.) on the vehicle.

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- 3320 8. Capacity load will not restrict TSP from adding additional freight to equipment and will
 3321 not be interpreted as a request for exclusive use of the trailer or dromedary.

3322 **ITEM 19 - CHAINS AND BINDERS (CHN)**

- 3323 1. For shipments moving on flatbed and specialized types of equipment, tendered rates
 3324 include TSP providing a 10-chain and binder set or 8-nylon strap set to protect and secure
 3325 the cargo.
- 3326 2. TSP shall provide chain and binder sets and/or nylon straps with fasteners as standard
 3327 equipment on all vehicles. Charge of CHN(1) \$ _____ is authorized for each additional
 3328 chain-and-binder set or nylon strap with fastener furnished above minimum requirements.
 3329 TSP will ensure BL is annotated with additional number of chain-and-binder sets and/or
 3330 nylon straps with fasteners.
- 3331 3. For all shipments, TSP shall ensure that all cargo is properly fastened and secured in
 3332 accordance with industry standards and DOT safety regulations.

3333 **ITEM 21 - DETENTION: VEHICLES WITH POWER UNITS (DEP)**

- 3334 1. Vehicles equipped with power units that are delayed or detained by shipper or consignee
 3335 for loading or unloading at shipper, consignee, or other customer approved location shall
 3336 be allowed free time for loading/unloading depending on the classifications of the
 3337 shipments set forth as follows (see Definitions, Appendix D [pg. 253] for more on
 3338 Detention):

	Type Of Shipment(S)	Free Time
a.	Vehicles loaded on Motor Vehicle Transport Trailers (Equipment Code A20)	1 Hour
b.	Vehicles loaded on flat-bed equipment	3 Hours
c.	Fully palletized shipments, 20,000 lbs. and over	2 Hours (see para 9)
d.	TSP power-unit, driver and one towed vehicle	1 Hour
e.	Tank Truck (Equipment Code AT1/AT2)	2 Hours (see para 11)
f.	Non-palletized shipments, less than 3000 lbs.	1 Hour (see para 9)
g.	Non-palletized shipments, 3,000 lbs. but less than 10,000 lbs.	2 Hours (see para 9)
h.	Non-palletized shipments, 10,000 lbs. but less than 20,000 lbs.	3 Hours (see para 9)
i.	Non-palletized shipments, 20,000 lbs. and over	4 Hours (see para 9)

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2. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. 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. If a TSP is prepared to position its trailer for loading or unloading, but due solely to government fault is prevented from doing so, free time will commence at that time. However, free time will never commence unless, 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 loading or unloading due to a government-caused delay. 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. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed.
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3. Computation of time in paragraph 1 shall be made within normal operating hours at the place of pickup or delivery. If both the TSP or its representative and the receiving government personnel are permitted to work beyond normal operating hours, that working time will also be included.
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4. A shipment shall be considered "fully palletized" when at least 90 percent of shipment weight (not including pallet weight) is loaded on pallets.
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5. If loading or unloading extends beyond the allowable free time, then the TSP can assess a detention charge based on a charge of DEP(1)\$_____ for each sixty (60) minutes of delay that occurs during normal operating hours, which is known as detention time. If the delay is less than sixty (60) minutes or exceeds sixty (60) minutes, then the charge is prorated based on the actual minutes of detention time incurred.
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6. Detention 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 released by the shipper, consignor or consignee to either by notifying the driver or the TSP representative that the vehicle is ready for pickup.
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7. Detention time only includes the time the vehicle is delayed during normal shipping and receiving hours. If the vehicle is delayed beyond the shipper's, consignee's or consignor's normal shipping or receiving hours, then the only delay time included in the detention time is the time occurring during normal shipping and receiving hours. Refer to Storage Item Section A, paragraph VI, I (pg. 73).
- 3381
8. DEP charges will apply when the shipper or consignee:

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- 3382 a. Requires that the tractor be disconnected from the trailer during loading or unloading
3383 and parked elsewhere on the shipper's or consignee's premises.
- 3384 b. Directs the trailer be left overnight except when loading/unloading is not completed as
3385 in paragraph 3.
- 3386 9. In circumstances where at least 90 percent of non-palletized material can be handled by
3387 pallet jack, fork lift, or other type of material handling equipment (MHE), then the
3388 calculation for free time allowed shall be one-half of the free time allowed for shipments
3389 not palletized. Fully palletized shipments weighing less than 20,000 pounds shall be
3390 allowed one-half the free time in 1(f), 1(g) or 1(h).
- 3391 10. Supporting documentation submitted by the TSP shall at a minimum include evidence of
3392 the times the vehicle arrived, loading/unloading began, loading/unloading ended, and
3393 vehicle departure. TSP will retain documentation on file for one year after the time limit
3394 for submitting the invoice.
- 3395 11. TSP will allow the free time period of 2 hours to load and 2 hours to unload bulk fuel
3396 shipments.

3397 **ITEM 23 - DETENTION: VEHICLES WITHOUT POWER UNITS (DET)**

- 3398 1. Subject to the availability of equipment and TSP's approval, TSPs may spot vehicles
3399 without power units (empty or loaded trailers) for loading or unloading on the premises
3400 of the consignor or consignee, or on other premises designated by them.
- 3401 2. When such trailers are delayed or detained for reasons attributed to the consignor or
3402 consignee, the shipment (or the combined weight of multiple shipments) being loaded or
3403 unloaded shall be allowed 24 hours of Free Time, as follows:
- 3404 a. Free Time will commence once the TSP has notified the consignor or consignee that
3405 the trailer is positioned for loading or unloading. A trailer is considered positioned for
3406 loading or unloading when placed in a location with doors open so it can be
3407 immediately accessed for loading or unloading within the consignor's/consignee's
3408 normal operating hours or acceptance hours as annotated on the BL. If the
3409 shipping/receiving facility requires pickup and/or delivery appointments, wait time
3410 spent due to early or late arrivals will not count towards free time. This data must be
3411 annotated on the BL, or TSP document, by the government employee conducting
3412 onloading/offloading and must include the employee's name and contact information.
3413 If a TSP is prepared to position its trailer for loading or unloading, but due solely to
3414 government fault is prevented from doing so, free time will commence at that time.
3415 However, free time will never commence unless, and until, the TSP has notified the
3416 consignor or consignee that its trailer is at the shipping/receiving facility but is unable
3417 to position its trailer for loading or unloading due to a government-caused delay. All
3418 requests for additional detention payments based on government-caused delays must
3419 be submitted to the shipper/consignor and consignee on the BL for approval and must
3420 include sufficient information to establish entitlement to these additional fees. TSPs
3421 and Shippers are required to keep separate record-keeping functions for detention
3422 purposes. In the event of a dispute between the TSP's and Shipper's records, the

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- 3423 Shipper's records will prevail. Minimum data fields will include: date/time TSP
3424 arrived; date/time TSP available for load/discharge; date/time load/discharge
3425 complete; date/time TSP departed.
- 3426 b. When any portion of the free time extends into a Saturday, Sunday, or holiday, the
3427 computation of free time will resume at 12:01 a.m. on the next day which is not a
3428 Saturday, Sunday, or holiday.
- 3429 c. Free time shall not begin on a Saturday, Sunday, or holiday, but at 8:00 a.m. on the
3430 next day which is not a Saturday, Sunday, or holiday.
- 3431 3. When a trailer is both unloaded and reloaded, each transaction shall be treated
3432 independently of the other. Free time for loading shall not begin until free time for
3433 unloading has elapsed.
- 3434 4. DET will end when consignor or consignee notifies TSP by telephone that loading or
3435 unloading has been completed and that the trailer is available for pickup. Such
3436 notification shall constitute release of TSP's equipment; TSP shall then connect and pull
3437 the equipment in a timely manner.
- 3438 5. DET will not apply if loading/unloading and TSP's being notified of same has not
3439 extended beyond the free time. TSP's credits earned on equipment held cannot be used
3440 by the TSP to offset debits chargeable on equipment waiting to be moved.
- 3441 6. Charges for detention of vehicles without power units shall be:
- 3442 a. For each of the first and second 24-hour periods or fraction thereof that vehicle is
3443 detained beyond the allowable free time, the charge shall be DET(1) \$_____ per
3444 24-hour day prorated by 1-hour increments rounded to the nearest full hour (minutes
3445 1-29, round down; minutes 30-59, round up).
- 3446 b. For each of the third and fourth 24-hour periods or fraction thereof that vehicle is
3447 detained beyond the allowable free time, the charge shall be DET(2) \$_____ per
3448 24-hour day prorated by 1-hour increments rounded to the nearest full hour (minutes
3449 1-29, round down; minutes 30-59, round up).
- 3450 c. For the fifth and each succeeding 24-hour period or fraction thereof that vehicle is
3451 detained beyond allowable free time, the charge shall be DET(3) \$_____ per 24-
3452 hour day day prorated by 1-hour increments rounded to the nearest full hour (minutes
3453 1-29, round down; minutes 30-59, round up).
- 3454 7. Certain Government installations have specific agreements for storing and relocating TSP
3455 equipment for loading and unloading and/or detention charges.

3456 **ITEM 25 - DROMEDARY BOXES**

- 3457 1. When transporting DoD freight in a regular dromedary box or 410 dromedary container,
3458 the box/container shall be:
- 3459 a. Securely fastened to the chassis of a truck, tractor or flatbed trailer,
- 3460 b. Demountable and capable of being handled with a forklift truck, and;

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- 3461 c. Protected by a plymetal shield and equipped with doors that can be locked and sealed.
- 3462 2. Exclusive use of Trailer or Dromedary, Item 31 (pg. 106), shall be required for any
- 3463 shipments of:
- 3464 a. Any White Phosphorous
- 3465 b. Any Initiating or priming explosives, wet to include:
- 3466 i. Diazodinitrophenol
- 3467 ii. Mercury fulminate
- 3468 iii. Guanyl
- 3469 iv. Nitrosaminoguanilydene hydrazine
- 3470 v. Lead azide
- 3471 vi. Lead styphnate
- 3472 vii. Nitromannite
- 3473 viii. Nitrosoguanidine
- 3474 ix. Pentaerythrite tetranitrate
- 3475 x. Tetrazene
- 3476 xi. Lead mononitroresorcinate
- 3477 3. Dromedary boxes must conform to one of the specifications in the following table:

Table 25 – Minimum Dromedary Dimensions:

Type of Dromedary	Type of Equipment	Length (inches)	Width (inches)	Height (inches)	Volume (cubic feet)
Regular Dromedary	AD, AD6	82	52	53.5	132
		88	60	60	183
		96	55	66	202
		90	57.5	70	210
410 Dromedary	A10, A16	102	92	75.5	410

3481 ITEM 27- EMPTY MOVEMENT OF EQUIPMENT (EMT)

- 3482 1. A TSP may be requested to deadhead equipment immediately to a point of pickup. All
- 3483 deadhead miles traveled from point of dispatch to point of origin shall be charged at a
- 3484 rate of EMT(1) \$ _____ per deadhead mile per vehicle. Charges for deadhead miles
- 3485 shall be approved in advance by requestor and indicated on the BL identifying point of
- 3486 dispatch and applicable SPLC. Deadhead mileage shall be based on short route miles.
- 3487 2. EMT will not exceed TSP’s lowest line-haul charge for the same type of equipment in any
- 3488 tender filed with SDDC.

3489 ITEM 29 - EQUIPMENT, EMPTY TRAILERS – RETURN OF (ERS)

- 3490 1. Upon TO approval, return of government owned or leased empty equipment from
 3491 destination to origin shall be subject to a charge of ERS(1) \$ _____ per mile for
 3492 deadhead miles. Mileage shall be the shortest route as determined by the DTOD. Under
 3493 no circumstance shall ERS exceed TSP's lowest line-haul transportation charge for the
 3494 same type of equipment in any tender filed with SDDC that, applies from destination
 3495 back to original point of origin. Documentation relating to approval of ERS shall be
 3496 maintained by requesting TO.

3497 ITEM 31 - EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)

- 3498 1. When requested by shipper, a TSP will dedicate the entire motor vehicle or separate cargo-
 3499 carrying transport vehicle exclusively for that shipment, without breaking seals or locks
 3500 and without the transfer of any cargo for a TSP's convenience. Therefore, once EXC is
 3501 required a TSP shall be prohibited from loading any additional cargo. However,
 3502 application of this Rule shall not preclude the transfer of a dromedary box from one
 3503 conveyance to another (see Item 97 [pg. 121], Trans loading Transportation Protective
 3504 Service [TPS] Shipments). EXC can include a trailer, a dromedary attached to the power
 3505 unit (tractor) or a single dromedary on a trailer (which can include several other
 3506 dromedaries). The terms "transport vehicle" and "motor vehicle" shall be defined in
 3507 accordance with 49 CFR, Part 171.8.
- 3508 2. A TSP will verify and ensure that the BL is annotated in writing as follows: "Exclusive
 3509 Use of Trailer or Dromedary requested by the Shipper. Do not break seals except in case
 3510 of emergency or upon prior written approval of the shipper or consignee. If the seal is
 3511 found broken, or if the seal is broken for emergency/security/inspection reasons, TSP to
 3512 apply seals as soon as possible and immediately notify both the shipper and the
 3513 consignee."
- 3514 3. EXC is not a request for Expedited Service (see Item 35 [pg. 107] in this section).
 3515 Annotation of a RDD shall not constitute a request by the shipper for Exclusive Use.
- 3516 4. If a seal or lock is removed by a TSP, the TSP will relock or reseal trailer or dromedary,
 3517 annotate that fact on the BL and include the reason for removal of the original lock or
 3518 seal. In no event shall additional freight be added to the trailer or dromedary at that time,
 3519 except upon express authorization of consignee or shipper.
- 3520 5. When a shipment is not in EXC, the seal(s) applied to trailers or dromedaries may be
 3521 removed for the purpose of adding additional freight, however the BL must be annotated
 3522 with the new seal number(s).
- 3523 6. Dromedary shipments requiring EXC will not be partitioned under any circumstances.
- 3524 7. Line-haul charges for shipments in vehicles requiring Exclusive Use service shall be
 3525 invoiced as a truckload, subject to truckload rates, minimum weights and/or minimum
 3526 charges. Dromedary line-haul charges for shipments requiring Exclusive Use service
 3527 shall be paid at the highest minimum weight for the equipment.

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3528 8. Charge for Exclusive Use service shall be EXC (1) \$ _____ per mile per trailer or
3529 dromedary.

3530 9. See Item 33 below for exceptions to EXC.

3531 **ITEM 33 - EXCEPTIONS TO EXCLUSIVE USE SERVICE**

3532 1. Charges for Exclusive Use Service (EXC) will not be assessed under the following
3533 conditions:

3534 a. When a vehicle is loaded to full visible capacity, per Item 17, Capacity Loads (pg. 99).

3535 b. When line haul charge is based on a published rate in TSP tender for minimum weight
3536 of 45,000 pounds or the actual weight is 45,000 pounds or greater.

3537 c. When tender rates are based on Rate Qualifiers DL, PG, PJ, PV, PY, or ST.

3538 **ITEM 35 - EXPEDITED SERVICE (EXP)**

3539 1. EXP is an accessorial service shippers can request a TSP to guarantee delivery before the
3540 required Standard Transit Time (DTR, Chapter 202 and Item 5, DoD Standard Transit
3541 Times in this section), within legal parameters, such as speed, Hours of Service, etc. For
3542 Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike
3543 EXC.

3544 2. When the Required Delivery Date (RDD) is less than DOD standard transit time, EXP is
3545 required to be annotated on BL. If not specifically annotated on the BL, the TSP is
3546 authorized to invoice for EXP. Shipments must be delivered by the RDD for EXP to
3547 apply.

3548 3. When the RDD is set in accordance with DOD standard transit time, EXP will not be
3549 authorized for early delivery of shipments.

3550 4. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with
3551 EXP to meet a RDD.

3552 5. Charges:

3553 a. EXP(1) \$ _____ per mile per vehicle.

3554 b. EXP(2) _____ percent of line haul.

3555 **ITEM 37 - EXTRA DRIVER (EXD)**

3556 1. When requested by shipper, TSP will provide an extra driver for continuous line haul
3557 service within legal parameters. EXD shall be used in conjunction with Constant
3558 Surveillance and Custody Service (CIS) shipments that exceed 150 miles.

3559 2. TSP will verify that the shipper's request for extra driver is clearly and specifically
3560 annotated on the BL. Any charge for an extra driver shall be EXD(1) \$ _____ cents per
3561 mile, subject to a minimum charge of EXD(2) \$ _____ per vehicle. This charge shall be
3562 in addition to all other lawfully owned transportation charges.

3563 ITEM 39 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912

- 3564** 1. FAK 999912 consists of those commodities which a TSP offers to transport at one
3565 inclusive rate or charge, regardless of their classification rating within the NMFC or the
3566 different inherent transportation characteristics or inherent nature of the commodity.
- 3567** 2. The following commodities shall not be included as FAK:
- 3568** a. Narcotics and dangerous drugs
 - 3569** b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
 - 3570** c. Radioactive materials
 - 3571** d. Etiologic agents
 - 3572** e. Crated household goods or personal effects (see Item 41)
 - 3573** f. Live animals
 - 3574** g. Bulk commodities
 - 3575** h. Corpses
 - 3576** i. Currency
 - 3577** j. Coins
 - 3578** k. Precious metals
 - 3579** l. Food, fresh, frozen, or requiring refrigeration
 - 3580** m. Postage stamps or stamped envelopes
 - 3581** n. Military tractor tanks and tracked vehicles
 - 3582** o. Vehicles, self-propelled
 - 3583** p. Hazardous materials
 - 3584** q. Vehicles in driveaway and/or towaway service
 - 3585** r. Any commodity assigned a DoD unique commodity code by SDDC
 - 3586** s. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
 - 3587** t. Engines
 - 3588** u. Missiles or Rockets
- 3589** 3. A TSP who files FAK rates is prohibited from excluding any commodity other than those
3590 specifically set forth in paragraph 2 above.
- 3591** 4. FAK shipments shall only be described as FAK unless otherwise required by regulation or
3592 by operation of law.

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3593 5. Any shipments that involves movement for both FAK and non-FAK on a single BL may
3594 only be billed at non-FAK rates.

3595 6. Any sensitive item shipped in accordance with security standards set forth in DoD
3596 5220.22- M, National Industrial Security Program Operating Manual (NISPOM), or any
3597 item listed in 49 CFR, Part 172.101, Hazardous Materials Table, is specifically excluded
3598 from being classified as FAK.

3599 **ITEM 41 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912, SUB**
3600 **No. 1**

3601 1. FAK 999912, Sub 01, including crated household goods or personal effects, consists of
3602 those commodities which a TSP offer to transport at one inclusive rate or charge,
3603 regardless of their classification rating in the NMFC or their differing transportation
3604 characteristics.

3605 2. Must comply with paragraphs 2-6 outlined in Item 39 above, except for crated household
3606 goods, which are excluded under Item 39.

3607 **ITEM 43 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913**

3608 1. FAK 999913 consists of those commodities which TSP offer to transport at one inclusive
3609 rate or charge, regardless of their classification rating in the NMFC or their differing
3610 transportation characteristics.

3611 2. The following commodities are prohibited from being included or classified as FAK:

3612 a. Narcotics and dangerous drugs

3613 b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6. see
3614 exception in paragraph 4 below.

3615 c. Radioactive materials

3616 d. Etiologic agents

3617 e. Crated household goods or personnel effects (see Item 45)

3618 f. Live animals

3619 g. Bulk commodities (except those identified as non-sensitive and unclassified by the
3620 shipper)

3621 h. Corpses

3622 i. Currency

3623 j. Coins

3624 k. Precious metals

3625 l. Food, fresh, frozen, or requiring refrigeration

3626 m. Postage stamps or stamped envelopes

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 3627 n. Military tractor tanks or tracked vehicles (except those identified as non-sensitive and
3628 unclassified by the shipper)
- 3629 o. Vehicles, self-propelled (except those identified as non-sensitive and unclassified by
3630 the shipper)
- 3631 p. Vehicles in driveaway and/or towaway service (except those identified as non-
3632 sensitive and unclassified by the shipper)
- 3633 q. Any commodity assigned a DoD unique commodity code by SDDC
- 3634 r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
3635 (except those identified as non-sensitive and unclassified by the shipper)
- 3636 s. Engines (except those identified as non-sensitive and unclassified by the shipper)
- 3637 t. Missiles or Rockets
- 3638 u. Placarded Hazardous Materials
- 3639 3. FAK shipments must comply with paragraphs 3-6 that is outlined in Item 39 above (pg.
3640 108).
- 3641 4. FAK shipments may include non-sensitive ammunition and explosives, Class 1, Divisions
3642 1.4, 1.5, and 1.6, where the combined weight is less than 1,001 pounds. FAK shipments
3643 must be in compliance with 49 CFR, Part 172.504, Table 2.

3644 **ITEM 45 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913, SUB**
3645 **No. 1**

- 3646 1. FAK 999913 Sub 01, including crated household goods or personal effects, consists of
3647 commodities which a TSP offer to transport at one inclusive rate or charge, regardless of
3648 their classification rating in the NMFC or their differing transportation characteristics.
- 3649 2. Shipments under Item 45 must also comply with paragraphs 2-4 of Item 43 above, except
3650 for crated household goods which are excluded under Item 43.

3651 **ITEM 47 - FURNISHING OF VEHICLES AND EQUIPMENT**

- 3652 1. The TSP will furnish vehicles with all necessary equipment to safely transport freight in
3653 conformity with applicable federal and state safety regulations for which the shipper has
3654 requested transportation and shall be responsible for properly securing the cargo and
3655 protecting it from exposure to the elements.
- 3656 2. Vehicles and equipment that exceed the minimum specifications necessary to safely
3657 transport freight shall be considered as furnished by the TSP for its own convenience. If
3658 the vehicles and/or equipment furnished by the TSP is more expensive than the
3659 equipment ordered, the charges shall be assessed on the basis of what the shipper ordered.
3660 If the vehicles and/or equipment furnished by the TSP are less expensive than the
3661 equipment ordered, the charges shall be assessed on the basis of the equipment provided.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 3662 a. Prior to providing vehicle and/or equipment that exceed the minimum specifications
3663 necessary to safely transport freight, the TSP will notify the shipper to receive
3664 approval for the substitution.
- 3665 b. The TSP may not provide vehicles and/or equipment that cause a loss in the level of
3666 transportation security provided by the vehicle and/or equipment initially ordered by
3667 the shipper without prior approval from the shipper. The transportation protective
3668 services (TPS) shall be adjusted to meet the TPS requirements of the provided
3669 equipment.
- 3670 c. If the substitution creates a requirement for additional accessorial and/or transportation
3671 protective services, the TSP will provide those services at no additional charge to the
3672 shipper.
- 3673 3. The shipper may reject the equipment if the equipment does not meet the shipper's
3674 loading/unloading requirements or the shipper considers the equipment to be either
3675 unsafe and/or not in conformity with applicable federal and state safety regulations. VFN
3676 charges stated in Item 77 (pg. 116) in this section will not apply.

3677 **ITEM 49 - HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY**
3678 **ADJACENT TO VEHICLE (HHB)**

- 3679 1. When requested by the shipper, a TSP will move freight on shipments from or to a
3680 position that is not immediately adjacent to the vehicle. Vehicles shall be considered
3681 "immediately adjacent" to a loading/unloading position when it is separated by an
3682 intervening sidewalk or walkway.
- 3683 2. HHB shall be provided at a charge of HHB(1) \$ _____ per hundred pounds, subject to a
3684 minimum charge of HHB(2) \$ _____ per shipment, and a maximum charge of HHB(3)
3685 \$ _____ per shipment.
- 3686 3. Whenever a shipment involves Split Delivery (SDL), Item 71 (pg. 115), Split Pickup
3687 (SPU), Item 73 (pg. 115), and/or Stop-off In Transit (SOC), Section A, Para. G (pg. 71),
3688 where accessorial services are also provided, HHB charges will apply separately at each
3689 location where HHB service is required to be performed by a TSP.

3690 **ITEM 51 - LOADING/UNLOADING BY TRANSPORTATION SERVICE**
3691 **PROVIDER (URC)**

- 3692 1. Loading and/or unloading service performed by TSP, unassisted by shipper or consignee,
3693 shall be subject to a charge of:
- 3694 a. URC(1) \$ _____ per hundredweight, subject to a minimum charge of URC(2)
3695 \$ _____.
- 3696 2. Charges shall be based on actual weight handled. TSP will obtain certification that the
3697 service was performed and indicate the amount of weight handled and annotated on the
3698 BL.

3699 **ITEM 53 - OVERAGES AND SHORTAGES**

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 3700 1. For LTL shipments, a TSP will report overages and/or shortages to the shipper via
3701 telephone or email within 24 hours or less of accepting the shipment, at the first stop-off,
3702 or at the first handling location, depending on the specific situation involved.
- 3703 2. For all truckload shipments, a TSP will report overages and/or shortages to the shipper via
3704 telephone or email within 24 hours of the timeline delivery.
- 3705 3. A TSP shall supplement the oral or e-mail notice requirement with written correspondence
3706 regarding a shipment discrepancy. See DTR 4500.9R, Ch. 210 and Appendix I for
3707 Transportation Discrepancy Report (TDR) instructions.

3708 **ITEM 55 - PICKUP/DELIVERY ON SATURDAYS (SAT), SUNDAYS,**
3709 **HOLIDAYS (HOL) OR BEFORE/AFTER NORMAL OPERATING**
3710 **HOURS (PUD)**

- 3711 1. When a shipper requests pickup or delivery service to be provided at times other than an
3712 installation's normal operating hours as indicated in the Transportation Facilities Guide
3713 (TFG), the shipment shall be subject to the following charges:
- 3714 a. PUD(1) \$ _____ per hour or fraction per driver before or after installation's normal
3715 operating hours as indicated in TFG.
- 3716 b. SAT(1) \$ _____ per hour or fraction per driver on Saturdays, subject to a minimum
3717 charge of SAT(2) \$ _____ per driver.
- 3718 c. HOL(1) \$ _____ per hour or fraction per driver on Sundays and holidays, subject to a
3719 minimum charge of HOL(2) \$ _____ per driver.
- 3720 2. Hourly charges shall commence when the TSP's driver reports to
3721 shipper/consignee/destination and consignee representative with the proper equipment
3722 ordered for loading or unloading, and terminates when driver(s) is/are released by the
3723 representative. The pickup and/or delivery time shall be annotated on BL by the
3724 representative, the consignor or consignee.

3725 **ITEM 57 - PRELODGING (PRL)**

- 3726 1. Prelodging is the hand delivery or data transmission of shipping documents by the
3727 delivering TSP 24-hours or more in advance of shipment delivery. Shipping documents
3728 shall at a minimum be marked with the permit number, date and time of delivery, and the
3729 delivering TSP's name. A charge for prelodging is considered valid only if preloading is
3730 specifically requested by the shipper or consignee.
- 3731 2. When a delivering TSP consolidates multiple shipments to the same consignee for delivery
3732 on the same date, and each shipment is subject to different DoD tenders filed with SDDC,
3733 the delivering TSP shall bill the lowest prelude charge available.
- 3734 3. Invoices submitted to the consignee for payment of prelude charges shall at a minimum
3735 be cross-referenced with BL number(s), TSP pro number(s), permit number, and the date
3736 the prelude service was provided.
- 3737 4. The charge for prelodging shall be PRL(1) \$ _____ per delivery vehicle.

3738 **ITEM 59 - PREARRANGED SCHEDULING OF VEHICLE ARRIVAL**
 3739 **FOR LOADING OR UNLOADING**

- 3740 1. When requested, a TSP will prearrange schedules for arrival of vehicles to load or unload
 3741 shipments, per Detention: Vehicles with Power Units (DEP), Item 21 (pg. 101) and
 3742 Detention: Vehicles without Power Units (DET), Item 23 (pg. 103) in addition,
 3743 prearranged scheduling is subject to the following provisions:
- 3744 a. Shipper requests for prearranged scheduling may be made orally, in writing, or via the
 3745 internet (where appropriate).
- 3746 b. Prearranged schedules for arrival of vehicle may be on a one-time, periodic, or
 3747 continuous basis. In the event that a continuous prearranged scheduling agreement is
 3748 made, that agreement may be terminated by any party providing notice orally, in
 3749 writing, or via the internet within 24 hours.
- 3750 c. In the event an arrival time for unloading cannot be scheduled, storage charges shall be
 3751 assessed as provided in Storage, Section A, VI, Para. I (pg. 73) in this publication.
- 3752 d. In the event a TSP vehicle arrives prior to appointment, free time shall not commence
 3753 either until the scheduled arrival time, or at the time when actual loading or unloading
 3754 begins.

3755 **ITEM 61 - PROTECTIVE TARPING SERVICES (PTS)**

- 3756 1. All TSP will cover any shipment with tarpaulin(s) to avoid revealing the classified nature
 3757 of the material, or where the shipper specifically request PTS due to the nature of the
 3758 goods in question. When transporting AA&E by motor using a flatbed trailer, flat rack
 3759 container, or similar open equipment, a TSP will ensure load is completely covered by a
 3760 properly fitted tarpaulin. The tarpaulin must be both fire and water resistant. Battle
 3761 damaged armored tactical vehicles shall be completely covered by a tarpaulin.
- 3762 2. TSP will verify that the BL is annotated as follows:
- 3763 i. "TARPS AND TARPING REQUIRED."
- 3764 3. Charges shall be PTS (1) \$_____ per shipment.
- 3765 4. TSP may furnish Conestoga-type flatbed trailer in lieu of tarping.

3766 **ITEM 63 - REDELIVERY (RCL)**

- 3767 1. When final delivery of a DoD shipment cannot be accomplished due to circumstances
 3768 beyond the control of, and through no fault of the TSP, the TSP will contact consignee
 3769 for additional guidance within 24 hours of original delivery attempt.
- 3770 2. A shipment shall not be considered late delivery if it involves circumstances that require a
 3771 redelivery. If redelivery is not accomplished, or if forwarding instructions are not
 3772 furnished by the shipper/consignee to the TSP within 24-hours of TSP's notification of
 3773 the original delivery attempt, the shipment may be subject to Storage charges.

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3774 3. The redelivery charge shall be RCL(1) \$ _____ per hundred pounds, subject to a
3775 minimum charge of RCL(2) \$ _____ per shipment, and a maximum charge of RCL(3)
3776 \$ _____ per shipment.

3777 4. Redelivery charges shall not apply to any shipment if a consignee elects on its own to pick
3778 up a shipment at TSP terminal (not applicable to rail).

3779 **ITEM 65 - RELEASE VALUE RATES**

3780 1. Section A, IV, Completing a SDDC 364-R Tender, in this publication provides additional
3781 guidance for a TSP that wishes to file release valuation rates.

3782 **ITEM 67 - RELOCATION OF VEHICLE (RLS)**

3783 1. At shipper/consignee request, a TSP shall provide Relocation of Vehicle (trailer spotting)
3784 service, i.e., moving a vehicle from one location to another within the same installation or
3785 within 25 miles of the original consignee/destination. A charge of RLS(1) \$ _____
3786 shall be assessed for each relocation and must be certified by shipper or consignee on the
3787 BL.

3788 **ITEM 69 - SIGNATURE AND TALLY RECORD SERVICE (675)**

3789 1. When requested by a shipper, a Signature and Tally Record (DD Form 1907) is a tracing
3790 and tracking service that provides accountability and chain of custody control concerning
3791 a shipment. Signature and Tally Service is not a TPS; however, individuals responsible
3792 for handling shipments shall legibly sign a Signature and Tally Record while shipment is
3793 in transit. Upon delivery, the driver will obtain consignee's signature on DD Form 1907.

3794 2. Vehicles containing the 675 shipment shall be considered to be under the operational
3795 control of the last person signing the DD Form 1907.

3796 3. In DoD secure holding installations/activities, or in transit, the original driver is
3797 responsible for the custody and contents of AA&E shipments from origin to destination,
3798 unless that shipment is properly transferred to a new driver or authorized personnel who
3799 must sign the DD Form 1907.

3800 4. Security personnel at secure installations/activities areas shall never be required to take
3801 custody of the shipment or sign the DD Form 1907. Security personnel shall only be
3802 responsible to verify the condition of the conveyance seals and maintain proper
3803 surveillance of the shipment. Legal custody of the shipment remains with the last driver
3804 who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for
3805 receipt.

3806 5. A TSP shall at all times have the capability to track a shipment in less than 2 hours upon
3807 request by SDDC, shipper, or consignee.

3808 6. When Signature and Tally Service 675 is requested, the BL shall be annotated as follows:

3809 a. "Signature and Tally Record requested. DD Form 1907 furnished to TSP."

- 3848 2. Towaway service applies only to DoD-owned/leased trailers only.
- 3849 3. A TSP may charge for expenses incurred due to tire or mechanical failure, structural
3850 defects, or any other failure to maintain the DoD-owned/leased trailer equipment,
3851 applicable and/or any detention charges set forth in Item 21 (pg. 101) and/or Item 23 (pg.
3852 103) of this section.
- 3853 4. TSP-furnished mud flaps and lights installed when required by federal, state or local
3854 regulation are subject to a charge of TOW(1) \$ _____ for mud flaps and a fee of TOW(2)
3855 \$ _____ per trailer for lights.
- 3856 5. Refer to Section A, Part III, paragraph D (pg. 21) for alternation of rates.

3857 **ITEM 77 - VEHICLES FURNISHED BUT NOT USED (VFN)**

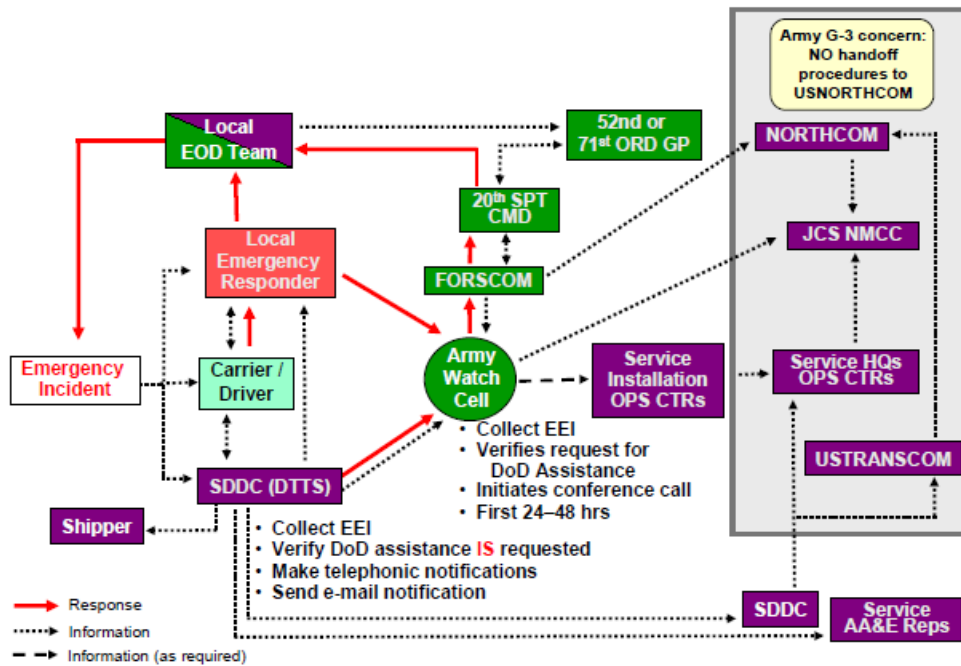
- 3858 1. If shipper cancels a freight movement in 24 hours or less prior to pick up, the TSP shall be
3859 entitled to a charge of VFN(1) \$ _____ per vehicle. A TSP shall be paid for LTL/TL for
3860 each vehicle furnished and not used or the minimum line haul transportation rates,
3861 whichever is less.
- 3862 2. A TSP may establish a flat charge of VFN(2) \$ _____ for each vehicle ordered and
3863 dispatched that was not used by the shipper. This flat charge may not exceed line haul
3864 transportation charges applicable from loading point to destination. If TSP chooses
3865 VFN(2), a TSP is prohibited from completing VFN(1), as TSP cannot complete both
3866 VFN(1) and VFN(2) on its tender.
- 3867 3. VFN charges will not apply when:
- 3868 a. A vehicle is rejected by shipper under Item 47 (pg. 110) of this publication.
- 3869 b. Notice of cancellation is received by the TSP at least 24 hours prior to pick up.
- 3870 c. TSP is inbound with a loaded trailer that is scheduled for outbound loading from the
3871 same installation.

3872 **III. RULES FOR HANDLING, STORING AND TRANSPORTING**
3873 **TRANSPORTATION PROTECTIVE SERVICE (TPS),**
3874 **SENSITIVE AND OTHER HAZARDOUS MATERIALS**
3875 **SHIPMENTS**

- 3876 1. Rules and regulations provided in this part are applicable to hazardous materials as defined
3877 in 49 CFR, Part 172.101, and including sensitive, classified, cryptographic items that are
3878 subject to protection in transit. When transporting AA&E (Class 1, Divisions 1.1, 1.2,
3879 and 1.3), inhalation hazard poisons, or radioactive yellow-III label material, a TSP shall
3880 fully comply with all federal statutes and regulations applicable at the time of shipment.
3881 The TPS requirements set forth in this part necessarily require full compliance by the
3882 TSP to remain as an SDDC approved TSP to transport DoD freight. Brokers, freight
3883 forwarders and logistics companies refer to Section A, Part II, paragraph 5 (pg. 12) for
3884 transportation prohibitions on movement of TPS freight.

3885 **ITEM 78 - TPS Incident Response Requirements**

- 3886** 1. In cases of accidents or incidents the Transportation Service Provider (TSP) must meet the
3887 following requirements:
- 3888** a. Report accidents and serious incidents to DTTS immediately via panic button and
3889 follow up telephonically with DTTS as soon as possible. TSP should continue to
3890 send required messages to DTTS. During incidents involving injury or incapacitation
3891 of driver/driver team, TSP dispatcher should immediately notify DTTS of the incident
3892 by phone.
- 3893** b. The TSP must provide 24 hour telephone dispatch for satellite motor surveillance
3894 (SNS) tracked shipments. The TSP dispatch must be familiar with shipment contents
3895 and routing of TPS shipments. The telephone number when called, must be answered
3896 directly by the TSP at all times while the SNS tracked shipment is in transportation
3897 including storage incidental to transportation. Answering machines are not sufficient
3898 to meet this requirement. TSP's will provide all information pertaining to the
3899 accident/incident as requested by SDDC personnel.
- 3900** c. TPS Incident Response Requirements. Immediately call 911 for emergency
3901 response/notification. During emergencies involving trucks transporting DTTS-
3902 tracked shipments, DTTS will ask dispatchers for the Net Explosive Weight (NEW)
3903 for any commercial shipments on board the conveyance. Additionally, dispatchers
3904 will be asked to provide the hazard classification, explosive description, UN ID, etc.
3905 for any commercial shipments to ensure first responders are aware of all hazards.
- 3906** d. TSP, in accordance with all applicable federal, state and local regulations, is
3907 responsible for coordinating use of towing equipment, material handling equipment
3908 (MHE), and other required services for handling hazardous materials and munitions.
3909 TSP must ensure any commercial towing or MHE Company employed is aware of
3910 associated risks, appropriately licensed to handle hazardous materials, to include
3911 explosives, and in compliance with all applicable federal, state and local laws. TSP is
3912 responsible for all charges incurred when using such commercial services. If both the
3913 TSP and the on-scene commander or local law enforcement agency are unable to
3914 obtain appropriate commercial support, the on-scene Commander or local law
3915 enforcement will request DoD support through DTTS.
- 3916** e. See Item 13 (pg. 98) for procedures on sealing of vehicles and seal breakage.
- 3917** f. TSPs should ensure that drivers at an incident or accident scene follow corporate policy
3918 with regard to media requests.
- 3919** 2. Refer to Figure 78.1 below for further context of DOD's emergency response process:



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NOTES to Emergency Response Process:

1. SDDC (DTTS) role is to act as the integrator and recorder of on-scene events recording Essential Elements of Information (EEI) associated with the incident, mishap, or accident.
2. Drivers/carriers should advise the civil authority of requests for DOD support.
3. Emergency support is determined by civil authority.
4. DOD's participation is initiate for emergencies by a request from the civil authority to the Army Watch Cell.
5. DTTS integrates, records and reports EEIs associated with the event to military services.

ITEM 79 - ARMS, AMMUNITION, AND EXPLOSIVES (AA&E)
SHIPMENT DELIVERY (DEL)

1. The TSP is responsible for providing in-transit delivery notification to the consignee for all AA&E shipments. At a minimum, the TSP shall:
 - a. Contact the consignee at least one business day in advance of anticipated shipment delivery and give additional notice when warranted by changes affecting delivery.
 - b. For same day pickup and deliveries, contact the consignee within one hour of shipment pickup and provide an estimated time of delivery.
2. If the TSP is unable to locate a secure-holding installation/activity, the TSP is responsible for contacting SDDC DTTS at the phone number provided in Section A, VIII, Table 1 (pg. 88).
3. Responsibility for the shipment shall remain with the TSP from time of pickup until time of delivery.
4. *Force majeure* situations that prevent AA&E shipments from being delivered during normal operating hours, allow the TSP to submit the following charges:

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- 3944 a. If loading or unloading extends beyond the allowable free time, then the TSP can
3945 assess a detention charge based on a charge of DEP(1)\$ _____ for each (60) sixty
3946 minutes of delay that occurs during normal operating hours, which is known as
3947 detention time. If the delay is less than (60) sixty minutes or exceeds (60) sixty
3948 minutes, then the charge is prorated based on the actual minutes of detention time
3949 incurred.
- 3950 b. If a destination requires the TSP to stay with the shipment to provide constant
3951 surveillance or guard service, the TSP may charge a DEL(1) \$ _____ for each (60)
3952 sixty-minute period this service is provided. If the period is less than (60) sixty
3953 minutes or exceeds (60) sixty minutes, then the charge is prorated based on the actual
3954 minutes of detention time incurred.
- 3955 c. These per-hour charges are subject to the following provisions:
- 3956 i. The TSP will provide delivery notification during normal operating hours (the
3957 TSP will consult the TFG for installation operating hours).
- 3958 ii. The TSP will provide delivery of shipment to the consignee not less than one
3959 hour before close of business (as posted in the TFG).
- 3960 iii. Per-hour charges are continuous (to include weekends and holidays) until
3961 consignee is capable of offloading the shipment.
- 3962 iv. Once offloading begins, DEL charge will cease and free time will commence.
- 3963 d. In the event an AA&E shipment is refused at destination, the TSP will immediately
3964 transport the shipment to/from a secure holding installation/activity and can collect
3965 charges in addition to those applicable for movement from origin to initial
3966 destination. Charges shall be calculated based on applicable line-haul charge
3967 multiplied by DTOD hazmat mileage to/from available, secure holding
3968 installation/activity, subject to a minimum charge of DEL (2) \$ _____ per power-
3969 unit movement. Item 63, Redelivery (RCL) (pg. 113), in this section will not apply.
3970 If requested to remain with vehicle in, secure holding installation/activity, TSP may
3971 also charge for DEL(1).
- 3972 e. If a destination fails to accept an AA&E shipment in accordance with the provisions of
3973 DoDI 5100.7 when common law defenses do not apply, then the TSP shall
3974 immediately notify SDDC DTTS. SDDC DTTS will attempt to resolve the situation
3975 and gain entry for the AA&E shipment. If SDDC DTTS fails to resolve the situation,
3976 DTTS will execute the appropriate Standard Operating Procedure (SOP). The TSP
3977 may submit the following charge to destination:
- 3978 f. In the event an AA&E shipment is refused at destination, the TSP will transport the
3979 shipment immediately to/from secure holding installation/activity and can collect
3980 charges from destination in addition to those applicable for movement from origin to
3981 initial destination. Charges shall be calculated based on applicable line-haul charge
3982 multiplied by DTOD hazmat mileage to/from available secure holding
3983 installation/activity, subject to a minimum charge of DEL (2) \$ _____ per power-
3984 unit movement. Item 63, Redelivery (RCL) (pg. 113), in this section will not apply.

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- 3985 i. The TSP must have provided delivery notification in accordance with paragraph
3986 1 above.
- 3987 ii. The TSP must have followed instructions outlined by the installation in the
3988 Transportation Facilities Guide.
- 3989 iii. The TSP must have notified DTTS immediately of destination’s refusal.
- 3990 iv. The TSP MUST request approval from the shipment TO/shipper/consignor,
3991 prior to billing under this section.
- 3992 v. Missing a scheduled delivery appointment will make the TSP ineligible for all
3993 charges above.

3994 **ITEM 83 - RESERVED**

3995 **ITEM 85 - EN ROUTE STOPS OF PROTECTIVE SECURITY SERVICE**
3996 **(PSS) AND DUAL DRIVER PROTECTIVE SERVICE (DDP)**
3997 **SHIPMENTS**

- 3998 1. En route stops of up to two (2) hours are permitted for shipments with PSS or DDP when
3999 conducting stops in accordance with 29/49 CFR for operational reasons such as fueling,
4000 minor maintenance, or driver amenities. (Refer to 49 CFR part 395 [Hours of Service],
4001 397.7 [Parking] and 29 CFR 1910.109[d][3][ii] [Operation of Transportation Vehicles]):

4002 **ITEM 87 - HAZARDOUS MATERIALS ROUTING MILEAGE**

- 4003 1. When rates are based on distance for shipments involving hazardous materials that require
4004 placarding, IAW 49 CFR, Part 172.504, a TSP shall utilize the applicable mileage as
4005 calculated by DTOD Hazardous Materials Routing Module.

4006 **ITEM 89 - PICKUP OF TRANSPORTATION PROTECTIVE SERVICE**
4007 **SHIPMENTS**

- 4008 1. TSP shall be provided a minimum of 48 hour notice prior to the time of pickup at origin
4009 for shipments requiring a TPS. A TSP may be requested, in emergencies, to pick up SRC
4010 I and II shipments with less than 48 hours’ notice.

4011 **ITEM 91 SECURE HOLDING OF ARMS, AMMUNITION AND**
4012 **EXPLOSIVES (AA&E)**

- 4013 1. Secure holding of Arms, Ammunition, and Explosives shall only apply to DoD
4014 installations/activities. These standards shall ensure the proper temporary parking of
4015 commercial TSP motor vehicles that are transporting Categorized AA&E or classified
4016 materials. Secure holding installations/activities may only be utilized for a maximum of
4017 100 hours. In no event shall Secure Holding relieve the TSP of any liability relating to
4018 the safe transport of the shipment at issue. Furthermore, in no event shall this provision
4019 be interpreted to mean that DoD assumes any responsibility or liability for either the
4020 shipment or the equipment of the TSP. The secure holding installation/activity accorded

4021 is strictly temporary. TSP are advised that shipping documents shall be thoroughly
 4022 examined at the entrance of a DoD installation/activity to prevent entry of any
 4023 unauthorized shipments onto that installation/activity. Upon verification of those
 4024 shipping documents at the entrance of the installation/activity, TSP vehicles shall be
 4025 directed to proceed to a secure holding location within appropriate security area.

4026 **ITEM 93 - SECURE HOLDING OF NON-AA&E SHIPMENTS**

- 4027 1. TSP conveyances that contain CIIC for non-AA&E shipments that are indicated in
 4028 paragraph 2 below (to include Night Vision Goggles) may be temporarily parked for a
 4029 maximum of 100 hours or less within a DoD secure holding installation/activity. In such
 4030 instances, cargo must be under constant surveillance by installation/activity personnel or
 4031 monitored by Closed Circuit Television (CCTV).
- 4032 2. Items with the following CIICs are applicable under this item:
- 4033 a. A: Confidential – Former restricted data.
- 4034 b. B: Confidential – Restricted data.
- 4035 c. C: Confidential.
- 4036 d. D: Confidential – Cryptologic.
- 4037 e. O: Items contain Naval Nuclear Propulsion information; disposal and access
 4038 limitations are identified in NAVSEAINST C5511.32, Safeguarding of Naval
 4039 Nuclear Propulsion Information. Store and handle in a manner that will prevent
 4040 unauthorized access to this materiel.
- 4041 f. 9: Identifies an item as a Controlled Cryptographic Item (CCI). CCI is described as
 4042 secure telecommunications or information handling equipment; associated
 4043 cryptographic component, or other hardware item, which performs a critical
 4044 COMSEC function. Items so designated are unclassified but controlled, and shall bear
 4045 the designation “Controlled
 4046 Cryptographic Item” or “CCI”.

4047 **ITEM 97 - TRANSLOADING TRANSPORTATION PROTECTIVE**
 4048 **SERVICE (TPS) SHIPMENTS**

- 4049 1. Any shipment (including SRC I and II Less-Than-Truckload [LTL] shipments) requiring
 4050 Protective Security Service (PSS) will move point-to-point as a dedicated shipment, and
 4051 under no circumstances will such shipment be transloaded or consolidated without prior
 4052 coordination through DTTS IAW paragraph 97.3.
- 4053 2. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the TSP may
 4054 perform the following functions while in transit when authorization is obtained from the
 4055 origin(s) transportation officer(s). If the origin(s) transportation officer(s) cannot be
 4056 contacted, SDDC DTTS may provide authorization, in coordination with the owning
 4057 military Service(s) for whom the shipment is being transported. Onsite first responders
 4058 may request DOD assistance (to include Explosive Ordnance Disposal (EOD), Quality

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4059 Assurance Specialists Ammunition Surveillance (QASAS), Ordnance Officers, Weapons
4060 Officers, Explosives Safety Officers, firefighters or police):

4061 a. Transloading and/or consolidation of TPS shipments is prohibited at any location (e.g.,
4062 DoD-owned activities/installations, TSP owned property, rest stops or truck stops,
4063 public locations, etc.) unless circumstances occur within parameters set forth in
4064 paragraph 3 below.

4065 b. TSP personnel are prohibited from personally handling TPS shipments unless
4066 circumstances occur within parameters set forth in paragraph 3 below.

4067 3. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the TSP may
4068 perform the following functions while in transit when authorization is obtained from
4069 SDDC DTTS when the emergency/accident occurs and onsite first responders (to include
4070 Explosive Ordnance Disposal [EOD] personnel, Quality Assurance Specialists of
4071 Ammunition Surveillance [QASAS], Ordnance Officers, Weapons Officers, and/or
4072 Explosives Safety Officers, firefighters or police), in coordination with owning military
4073 Service for whom the shipment is being transported:

4074 a. Transfer truckload TPS shipments from one conveyance to another; or

4075 b. Transfer dromedary boxes, containing TPS shipments, from one conveyance to
4076 another, or

4077 c. Unload and transfer the contents of a dromedary box containing TPS shipments; and

4078 d. For all functions performed under subparagraph (a), (b), and (c), the TSP will replace
4079 seal(s) and annotate the new seal number(s) on BL.

4080 4. When transloading a TPS shipment during an emergency or accident, and the equipment
4081 or driver is changed after leaving origin:

4082 a. The drivers and trailers will meet or exceed the requirements of DD Form 626 (Motor
4083 Vehicle Inspection Transporting Hazardous Materials) and 49 CFR, and;

4084 b. The TSP will immediately notify DTTS—via a “C” message, as referenced in Item
4085 111 (pg. 135), Satellite Motor Surveillance Service (SNS)—and the owning military
4086 Service when transloading occurs.

4087 5. TSPs may not request DoD representatives to transload or consolidate TPS cargo
4088 originating from another installation/facility for TSP convenience.

4089 6. Any TSP that is suspected of violating this Item may be subject to immediate CONUS-
4090 wide non-use, pending an SDDC Transportation Review Board.

4091 **ITEM 99 - TRANSPORTING CLASS 1 (EXPLOSIVES) IN A**
4092 **TEMPERATURE CONTROLLED CONVEYANCE**

4093 1. TSP will ensure motor vehicles comply with 49 CFR, Part 177.834 (l) (1) prior to loading
4094 Class 1 explosives in a temperature controlled conveyance that has the capability of
4095 producing heat.

- 4096 a. Motor vehicles equipped with a cargo heater of any type may transport Class 1
4097 explosives only on the condition precedent that the cargo heater is rendered
4098 inoperable by draining or removing the cargo heater fuel tank and disconnecting the
4099 heater's power source.
- 4100 b. An inspection of the heating unit to ensure that it is inoperable or disconnected is
4101 required, unless the shipment is being transported under a DOT special permit,
4102 exemption or Competent Authority Approval (CAA) that waives the inspection or
4103 allows the heating unit to remain connected.
- 4104 c. If the cargo heater is operational, the vehicle may be rejected until the heating unit is
4105 disconnected.

4106 **IV. TRANSPORTATION PROTECTIVE SERVICES**

- 4107 1. This part sets forth mandatory requirements for compliance by a TSP when providing
4108 Transportation Protective Service (TPS) for shipments of DoD sensitive Arms,
4109 Ammunition and Explosives (AA&E), classified (SECRET and Confidential), and
4110 controlled cryptographic and other sensitive items. Compliance with the mandatory rules
4111 contained in this part is required in order for TSP to continue as a SDDC approved TSP.
4112 The TSP will ensure the correct amount of transportation protective services are provided
4113 for each mode of the intermodal shipment. The issuing TSP maintains responsibility and
4114 liability for entire movement until delivered at final destination.

4115 **ITEM 100 - USE OF LOCAL DRIVERS FOR TPS SHIPMENTS**

- 4116 1. Installations with a high volume of TPS shipments are authorized to develop installation
4117 policies allowing the usage of local drivers. A local driver is a single driver that meets all
4118 of the other applicable provisions to transport TPS freight requiring PSS--except the
4119 second driver. The local driver is used to benefit both the TSP and the installation by
4120 allowing efficient scheduling and use of resources.
- 4121 a. At shipping installations, the local driver can spot empties, sign for loads, place into or
4122 remove from secure hold. At receiving installations, the local driver can pull loaded
4123 equipment, from secure holding, and spot the loaded equipment as required. The local
4124 driver is not permitted to leave the installation with TPS loads for any reason.
- 4125 b. TSPs utilizing local drivers are responsible for ensuring over-the-road equipment
4126 meets the same DD Form 626, Motor Vehicle Inspection (Transporting Hazardous
4127 Materials), standards and that the DD Form 1907, Signature and Tally Record, is
4128 completed legibly and signed by both drivers immediately at any change of custody.
4129 Also, the TSP is responsible for ensuring loads are transferred only to qualified
4130 drivers IAW other provisions of this publication.
- 4131 c. These requirements are subject to inspection by SDDC at any time.

4132 **ITEM 101 - CONSTANT SURVEILLANCE AND CUSTODY SERVICE**
4133 **(CIS)**

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- 4134 1. CIS requires constant surveillance and custody of a shipment by a qualified DoD-approved
4135 TSP representative. DoD-approved commercial drivers employed to handle DoD
4136 shipments moving under CIS transportation protective service are required to have proper
4137 identification in their possession that conclusively verifies their affiliation with the TSP
4138 named on the BL. These identification documents are required to verify to shippers each
4139 driver’s affiliation with the origin TSP named on the BL. Drivers must also have in their
4140 physical possession a valid commercial driver’s license and employee record card (or
4141 similar documents), at least one of which must contain the driver’s photograph. For CIS
4142 shipments traveling over 150 miles, Extra Driver (EXD) shall be required. Drivers are
4143 required to follow Federal and State medical requirements.
- 4144 a. The driver will have continuous visibility of the shipment while in transit.
- 4145 b. The vehicle/shipment will, at all times, be physically attended (including brief in
4146 transit stops) by a qualified representative of the TSP. The only exception to this
4147 requirement involves certain air shipments, as continuous observation is not required
4148 while the aircraft is in flight, providing that the shipment is stored in a compartment
4149 inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.
- 4150 2. The term “attended” shall mean the individual responsible for the shipment is awake, and
4151 is either physically within the driver operating section of the vehicle (not in a sleeper
4152 berth) or is physically present at all times within 25 feet of the vehicle while the vehicle
4153 is within their constant, unobstructed view.
- 4154 3. The term “qualified representative” shall mean:
- 4155 a. The individual is an employee of the TSP, and has been specifically authorized by the
4156 TSP to handle the shipments at issue and perform CIS.
- 4157 b. The individual is trained concerning and specifically aware of the sensitivity of
4158 material moving under CIS, and is knowledgeable about the safety, security, and
4159 emergency procedures that must be followed.
- 4160 c. The individual has the means, capability, and lawful authority to operate and move the
4161 vehicle.
- 4162 4. The trailer or vehicle containing a shipment requiring CIS shall continuously be connected
4163 with the power unit (tractor) except under the exceptions noted below:
- 4164 a. When stopped at a DoD contractor/activity for loading/unloading.
- 4165 b. At a TSP terminal for servicing.
- 4166 c. At a TSP-designated point where driver maintains continuous surveillance over
4167 shipment while disconnected.
- 4168 d. Per the installation commander’s discretion, at a DoD secure holding or safe haven
4169 location.
- 4170 5. The tractor shall be equipped with at least two separate means of communications, such as
4171 (but not limited to):

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- 4172 a. A working mobile communications unit.
- 4173 b. A citizens band (CB) radio unit.
- 4174 c. A cellular telephone.
- 4175 6. For shipments requiring CIS, a TSP must have the capability to trace an in transit shipment
- 4176 in less than one hour. A TSP or the TSP’s qualified representative shall immediately
- 4177 notify the consignee if the shipment cannot reach the consignee within 24 hours of the
- 4178 required delivery date.
- 4179 7. Signature and Tally Record Service (675), Item 69 (pg. 114), in this section, shall be
- 4180 maintained.
- 4181 8. Single line-haul required.
- 4182 9. No trip lease (see Appendix D, Definitions [pg. 253]) is permitted under any circumstance.
- 4183 10. A TSP will ensure that their driver(s) are trained on appropriate measures to obtain DoD
- 4184 secure holding and state/local law enforcement assistance when circumstances warrant.
- 4185 11. CIS shall be subject to the following charges:

1 to 150 miles	CIS(1) \$	per mile per vehicle or dromedary
151 to 1,000 miles	CIS(2) \$	per mile per vehicle or dromedary
1,001 to 1,500 miles	CIS(3) \$	per mile per vehicle or dromedary
1,501 to 2,000 miles	CIS(4) \$	per mile per vehicle or dromedary
2,001 to 3,000 miles	CIS(5) \$	per mile per vehicle or dromedary
Over 3,000 miles	CIS(6) \$	per mile per vehicle or dromedary
Minimum Charge	CIS(7) \$	per vehicle or single dromedary unit

4187
4188 **ITEM 103 - DUAL DRIVER PROTECTIVE SERVICE (DDP)**

- 4189 1. Dual Driver Protective Service (DDP) is a TPS that is required for CONFIDENTIAL
- 4190 shipments and AA&E shipments that are not SRC I or II. Any TSP who provides DDP
- 4191 must comply with all requirements set forth under Item 1 (pg. 94), Transportation Service
- 4192 Provider Security Clearance Requirements, and Item 101, Constant Surveillance and
- 4193 Custody Service, and the following requirements in this section.
- 4194 2. DDP is required for CONFIDENTIAL and/or AA&E (SRC III/IV/UNCAT) shipments,
- 4195 unless the exceptions specifically set forth indicated in DTR, Part II, Chapter 205 apply.
- 4196 3. For information regarding en route stops of DDP shipments, see Item 85, En Route Stops
- 4197 of Protective Security Service (PSS) and Dual Driver Protective Service (DDP)
- 4198 Shipments (pg. 120), in this section.
- 4199 4. The vehicle conveying the shipment must remain connected with the power unit (tractor)
- 4200 during shipment except when the vehicle is stopped at a DoD activity/contractor for
- 4201 loading/unloading; or is physically within a DoD Secure Hold location. When there is a
- 4202 change in equipment, a DTTS “C” message, as more fully described under Item 111,

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4203 Satellite Motor Surveillance Service (SNS) (pg. 135), shall be sent from both the losing
 4204 and gaining tractors to identify the equipment transfer and shipment. At least one of the
 4205 “C” messages shall include an explanation of the reason for the transfer.

4206 5. DDP shall be subject to the following charges:

1 to 500 miles	DDP(1) \$ _____ per mile per vehicle or dromedary
501 to 1,000 miles	DDP(2) \$ _____ per mile per vehicle or dromedary
1,001 to 1,500 miles	DDP(3) \$ _____ per mile per vehicle or dromedary
1,501 to 2,000 miles	DDP(4) \$ _____ per mile per vehicle or dromedary
2,001 to 3,000 miles	DDP(5) \$ _____ per mile per vehicle or dromedary
Over 3,000 miles	DDP(6) \$ _____ per mile per vehicle or dromedary
Minimum Charge	DDP(7) \$ _____ per vehicle or dromedary

4207

4208 **ITEM 105 - PROTECTIVE SECURITY SERVICE (PSS)**

4209 1. Protective Security Service (PSS) is a TPS that is required for SECRET shipments and
 4210 SRC I and II AA&E shipments. Any TSP who provides PSS must comply with all
 4211 requirements set forth under Item 1, Transportation Service Provider Security Clearance
 4212 Requirements (pg. 94), and Item 103, Dual Driver Protective Service (pg. 125), and the
 4213 following requirements in this section.

4214 2. Shipment must move point to point to destination without delay. However, if
 4215 circumstances arise that require in-transit stops, a TSP will ensure that SRC I and II
 4216 AA&E shipments shall be secured only at a DoD-owned secure holding facility. This
 4217 provision requiring secure holding of such shipments does not relieve the TSP of any
 4218 liability under the contract of carriage, nor does DoD assume any responsibility for the
 4219 shipment or equipment while the shipment is in transit.

4220 3. All TSP will also provide Exclusive Use of the Trailer or Dromedary (EXC), Item 31 in
 4221 this section (pg. 106), for SRC I and II or SECRET shipments.

4222 4. For CIIC 1 (SRC 1) shipments, drivers must identify to DTTS either the DCS trailer
 4223 number or SEV truck number prior to departure.

4224 5. For shipments requiring PSS, the TSP will verify that the BL is annotated as follows:

4225 a. “Protective Security Service Requested. Signature and Tally Record (DD Form 1907)
 4226 Furnished to TSP.”

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4227 6. For information regarding en route stops, see Item 85, En Route Stops of Protective
 4228 Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments (pg. 120),
 4229 in this section.

4230 7. The trailer or vehicle containing the PSS shipment must always be connected with the
 4231 power unit (tractor) except when the vehicle is stopped at a DoD activity for
 4232 loading/unloading or physically within a DoD Secure Hold location. When there is a
 4233 change in equipment, a DTTS “C” message, as stated in Item 111, Satellite Motor
 4234 Surveillance Service (SNS) (pg. 135), shall be sent from both the losing and gaining
 4235 tractors to identify shipment transferred. One of the “C” messages shall include an
 4236 explanation of the reason for the transfer.

4237 8. PSS is subject to the following charges:

1 to 500 miles	PSS(1) \$ _____ per mile per vehicle or dromedary
501 to 1,000 miles	PSS(2) \$ _____ per mile per vehicle or dromedary
1,001 to 1,500 miles	PSS(3) \$ _____ per mile per vehicle or dromedary
1,501 to 2,000 miles	PSS(4) \$ _____ per mile per vehicle or dromedary
2,001 to 3,000 miles	PSS(5) \$ _____ per mile per vehicle or dromedary
Over 3,000 miles	PSS(6) \$ _____ per mile per vehicle or dromedary
Minimum Charge	PSS(7) \$ _____ per vehicle or dromedary

4238

4239 **ITEM 107 - TRAILER TRACKING SERVICE (DCS)**

4240 1. Trailer Tracking Service (DCS). DCS is used for all commercially-owned closed-box van
 4241 (A11, A50, A8, AA1, AA2, AA3, AK, AR, AV1, AV2, AV3, AV4, AV5, AV6, AV7,
 4242 AV8, and AY1) shipments requiring Satellite Motor Surveillance Service (SNS) for
 4243 Security Risk Categories (SRC) I-IV of AA&E. DCS may also be applied to other
 4244 sensitive and classified shipments as requested by the shipper. The purpose of DCS is to
 4245 provide the Defense Transportation Tracking System (DTTS) with periodic trailer
 4246 position location reports and provide electronic emergency alert notifications in the event
 4247 a trailer door is opened while en route or when the trailer is untethered (disconnected)
 4248 from the power unit. DCS is a value-added service used solely in conjunction with SNS.

4249 2. DCS requires the Transportation Service Provider (TSP) to provide technology and
 4250 sensors (trailer door open-closed sensor and trailer tethered-untethered sensor) for AA&E
 4251 shipments used in conjunction with SNS for closed box van trailers only. Side doors and

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- 4252 dividing walls in closed box van trailers are not authorized on trailers registered as DCS
4253 with DTTS. The TSP will ensure the tractor provides continuous uninterrupted power to
4254 the trailer when ignition is turned off to ensure a viable tether/unthethered sensor
4255 solution.
- 4256 3. When requested by the shipper, TSP will provide DCS. TSP will verify request for DCS is
4257 annotated on the Bill of Lading (BL) in conjunction with SNS clearly and specifically. SDDC
4258 will set charge for DCS (1) \$ _____ per shipment. This charge shall be in addition to all other
4259 transportation charges.
- 4260 4. After being approved by the Surface Deployment and Distribution Command (SDDC), the
4261 TSP will contact the DTTS Operations and Quality Branch chief at the contact number
4262 provided in Section A, VIII, Table 1 (pg. 88), to begin DTTS approval. The TSP will:
- 4263 a. Use a DTTS approved DCS Vendor (DCSV).
- 4264 b. Provide DTTS with:
- 4265 i. Standard Carrier Alpha Code (SCAC)
- 4266 ii. Dispatch location
- 4267 iii. Twenty-four hour phone number
- 4268 iv. Fax number
- 4269 v. Email address
- 4270 c. Register closed box van trailers with DTTS as required in paragraph 6 below.
- 4271 5. Unless a TSP's trailer is in an authorized, protected environment (i.e military secure
4272 holding facility/installation), DCS equipment installed on TSP trailers will provide 24-
4273 hour uninterrupted service. The TSP's DCS monitoring station shall be continually
4274 manned by a qualified individual capable of providing immediate assistance in response
4275 to an emergency or DTTS inquiry. The TSP will also comply with the communication
4276 requirements of either Dual Driver Protective Service (DDP) or Protective Security
4277 Service (PSS), depending on which service applies to the DCS shipment. The TSP must
4278 ensure that the DCSV provides continuous messaging and positioning service when
4279 required, including immediate notification of untethered and or door-opened
4280 EMERGENCY activations.
- 4281 6. TSP closed box van trailers equipped with DCS capability or re-equipped following
4282 maintenance or equipment upgrade shall be registered with DTTS by successfully
4283 completing the registration and testing procedures set forth below in subparagraph a-d.
4284 Successful registration and testing must occur prior to any TSP being authorized to
4285 transport DoD Arms, Ammunition, and Explosives (AA&E) and Other Sensitive Material
4286 (OSM). TSPs must submit registration paperwork to the DTTS PMO via email or fax 24
4287 hours prior to testing. Testing will occur during set hours. Contact the DTTS PMO for
4288 testing hours if needed. Registration information submitted to SDDC will include:
- 4289 a. SCAC.

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- 4290 **b.** Contact Information DCSV name and transceiver identification number.
- 4291 **c.** Action Requested (Delete/Modify/Reregister)
- 4292 **d.** Trailer information: (Number/Year/Color/Make/Model/License Number & State/VIN)
- 4293 **e.** MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
- 4294 **f.** Comments, if required.
- 4295 **7.** The following provides tracking procedures and/or requirements:
- 4296 **a.** TSPs shall convert tractors to power the center pin on the 7-way connector to the
4297 trailer when the ignition is turned off to ensure a viable tether/untether sensor
4298 solution.
- 4299 **b.** An exception message shall be sent after the TSP enables DCS and door is opened or
4300 the trailer is untethered for any reason.
- 4301 **c.** To initiate DCS:
- 4302 **i.** TSPs shall ensure that the DCS sensor equipment is active and/or operational
4303 before any trailer is spotted and prior to loading a shipment (recommend
4304 pinging the trailer to ensure receipt of tether and door closed messages, at the
4305 correct location).
- 4306 **ii.** TSP certifies DCS technology is operable and battery life is sufficient prior to
4307 placing trailers at DoD facilities for loading.
- 4308 **iii.** Prior to loading a DCS shipment, the driver will allow shipping inspector or
4309 other designated shipper personnel to verify the presence of visible DCS
4310 equipment (e.g., door sensor, antenna).
- 4311 **iv.** If any of these steps are unsuccessful, the trailer cannot be loaded. The trailer
4312 must be de-registered from DTTS and removed from the installation for
4313 repair. The TSP will notify the shipper and DTTS of the trailers' status.
- 4314 **d.** Loading the Shipment and enabling DCS:
- 4315 **i.** After the shipment is loaded, the TSP will verify in their system that the door
4316 sensor is showing closed, the trailer is in a tethered status, and the location of
4317 the trailer is correct.
- 4318 **ii.** The driver will send an "L" status message in accordance with Item 111,
4319 Satellite Motor Surveillance Service (pg. 135), and will include the phrase
4320 "DCS required."
- 4321 **iii.** The TSP will enable DCS and ping the trailer (in that order). This initiates the
4322 required initial trailer position report and sensor status to DTTS.
- 4323 **iv.** Shipment is ready to depart.
- 4324 **e.** Departing Protected Environment. When departing point of origin, or a DoD secure
4325 holding installation/activity the driver will provide DTTS with a "D" status message

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- 4326 in accordance with ITEM 111 (pg. 135) and will include in the text portion of the
4327 message the trailer number and the phrase “DCS required”.
- 4328 f. En-route authorized door open or untether event. When a shipment is underway and the
4329 driver must open the door or untether the tractor for any reason, the driver will send a
4330 “U” message in accordance with ITEM 111 (pg. 135) to inform DTTS personnel of
4331 the reason prior to opening the doors or untethering the trailer. DCS will remain
4332 enabled.
- 4333 g. Military Secure Holding Installation/Activity. When a trailer is placed in a military
4334 secure holding/installation area, the driver will send an “M” status message in
4335 accordance with ITEM 111. However, an “M” message will not be used when
4336 entering a military secure holding area at origin or destination. After sending the “M”
4337 status message the TSP will disable DCS prior to untethering the trailer. Prior to
4338 departing the DoD secure holding area installation/activity with DCS shipments,
4339 drivers will enter BL number(s) and trailer number and the phrase “DCS required” in
4340 the text of a “D” message. If any new shipments requiring DCS have been loaded on
4341 the vehicle or if a shipment departs with a different tractor, drivers will utilize the
4342 same procedures as stated in subparagraph d and e above.
- 4343 h. Change in TSP equipment. Drivers will report any in-transit equipment transfer to
4344 different TSP equipment using a “C” status message. For these messages, drivers will
4345 provide the identification number(s) of the new tractor and/or trailer as well as each
4346 BL transferred. If the required information exceeds the space provided for one text
4347 message, submit as many additional status "C" messages as necessary. The driver of
4348 the tractor receiving a DCS shipment will follow loading procedures in subparagraph
4349 d above, while the driver of the tractor transferring the DCS shipments will complete
4350 “C” equipment change message. A “C” message shall be sent from both the losing
4351 and gaining tractors to identify the shipment(s) transferred. One of the “C” messages
4352 shall include an explanation of the reason for the transfer and a plain text location. If
4353 the losing tractor no longer has a DCS shipment, the TSP will disable DCS.
- 4354 i. Disabling DCS. Upon arrival at the shipment’s final destination, the driver will send an
4355 Arrival/Awaiting Offload “A” status message in accordance with ITEM 111 (pg.
4356 135). DCS shall be disabled by the TSP after sending the “A” status message and
4357 prior to untethering the trailer and/or opening the doors.
- 4358 j. At a minimum TSPs will ensure that position is reported on the initial enabling of DCS.
4359 DTTS reserves the right to require more frequent position updates when operational
4360 requirements dictate additional notification.
- 4361 k. In the event the driver suspects a DCS equipment system failure while in-transit, the
4362 driver or dispatcher will immediately notify DTTS at the number provided in Section
4363 A, VIII, Table 1 (pg. 88). DTTS Operators will coordinate two-hour status updates
4364 with the driver with a final status report upon delivery at the destination or arrival at a
4365 military installation/activity offering secure holding, whichever occurs first. These
4366 updates may be made by “U” message or by phone, as determined by DTTS.
4367 Updates will include verification that the trailer is tethered and the doors are closed.
4368 Two hour status updates may be utilized only to mitigate in-transit DCS failures.

4369 They will not be used to supplement non-functioning DCS equipment at origin. The
 4370 defective transceiver shall be removed from the DTTS database and will not be
 4371 reinstated until repairs or replacements are made and the system is tested (including
 4372 emergency alerts) by contacting DTTS to verify the system is operational.

4373 I. If the tractor location reporting fails, trailer location reporting shall be used as a backup
 4374 and the trailer shall report its location at the same time interval the tractor had been
 4375 reporting. Manual rules shall still apply, as the panic button is no longer available.

4376 8. DCS VENDOR QUALIFICATION REQUIREMENTS AND STANDARDS:

4377 a. DCSV Qualification Process: Any DCSV seeking to qualify as a DoD approved DCSV
 4378 must be able to continuously support DoD's mission requirement to monitor the
 4379 movement of DCS shipments 24-hours a day, 7 days a week, 365 days per year. In
 4380 order to meet this fundamental qualification standard, the DCSV must possess the
 4381 necessary technical and system redundancy, including at a minimum the following
 4382 requirements:

4383 i. Redundant hardware and communication infrastructure and architecture in the
 4384 DCSV's primary network operations center.

4385 ii. A separate, fully functional, geographically dispersed contingency site that can
 4386 demonstrate complete and separate capability to ensure continuous operations.

4387 iii. A qualified technical staff available 24/7/365 with the expertise to provide
 4388 assistance to any inquiry from the DTTS staff regarding an in-transit DCS
 4389 shipment.

4390 iv. Evidence of written certification that Sections 1-3 above are in place and
 4391 available in support of the DTTS mission.

4392 v. Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical or
 4393 battery powered equipment must be HERO certified. The DCSV is
 4394 responsible to ensure HERO certification is obtained prior to use. The DCSV
 4395 shall be provided with SDDC points of contact to assist in the HERO
 4396 certification process. The DCSV will provide all technical engineering
 4397 specifications as requested.

4398 vi. An interested DCSV will present its request for qualification, which
 4399 sufficiently demonstrates the relevant equipment/system/functional
 4400 capabilities to the DTTS Program Management Office (PMO) for review and
 4401 analysis. If it is initially determined that a prospective DCSV system and
 4402 functional capability meets minimal DoD requirements and standards, the
 4403 DTTS PMO will recommend a test phase.

4404 vii. A test phase will demonstrate a DCSV's ability to provide all the services
 4405 specified in this publication to DTTS. The test phase involves monitoring non
 4406 AA&E/OSM shipments moving from origin to destination traversing varying
 4407 geographical conditions. At DTTS's discretion, this test phase process may
 4408 entail several test movements. Test(s) shall be conducted using the required
 4409 standard interface.

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- 4410 viii. Upon successful completion of the test phase, the DTTS PMO will notify
4411 SDDC Special Requirements Branch in writing that the DCSV is approved for
4412 use by a TSP when both the test phase process is successful and HERO
4413 certification has been completed.”
- 4414 ix. Approved DCSV will be subject to audit by the DTTS PMO every two years
4415 to ensure compliance with the outlined requirements.
- 4416 b. Standard Interface: The DCSV will use a data transfer method that conforms to current
4417 DoD information assurance requirements. Record layout shall be developed by the
4418 TGIS PMO in coordination with DTTS PMO to ensure data integrity. Contact TGIS
4419 PMO at <https://tgis.sddc.army.mil> for all interface questions and concerns.
- 4420 c. DCSVs, as the suppliers of the DCS sensor technology, shall be responsible for:
- 4421 i. Providing support/training to the TSPs during the installation process.
- 4422 ii. Providing the ability to DTTS to change trailer tracking location reporting
4423 frequency.
- 4424 iii. Providing TSP access to a website to geographically display sensor data and
4425 training on website use, as needed.
- 4426 iv. Configuring the application to only send exception messages upon door
4427 open/untether after the TSP has turned DTTS tracking on.
- 4428 v. Configuring the application to not send exception messages after the TSP has
4429 turned DTTS tracking off.
- 4430 vi. Exception messages shall be generated immediately upon trigger and received
4431 by DTTS via the web service’s XML interface within two minutes of trigger.
- 4432 vii. The DCSV will send position reports during exceptions within two minutes
4433 upon trigger and subsequently every 5 minutes until DTTS personnel
4434 determine to stop receiving subsequent 5 minute position report. DTTS will
4435 have the ability to interrogate a trailer’s position and sensor status when
4436 required by operational circumstances.
- 4437 9. Service/Agency Installation Transportation Officers (ITO)/Transportation Officers (TO)
4438 and Joint Munitions Command (JMC) depot personnel, as agents representing their
4439 respective Service/Agency headquarters, shall be responsible for:
- 4440 a. Verifying AA&E shipment trailers are equipped with the DCS sensor technology.
- 4441 b. Documenting and reporting (as per the DTR Part II, Chapter 207, Carrier
4442 Performance) issues observed in the use of DCS sensors and incidents of TSP non-
4443 compliance with DCS sensor requirements.
- 4444 c. Maintaining TSP performance logs.
- 4445 10. The TSP is responsible for properly installing and maintaining the HERO certified
4446 devices. HERO certified devices shall be installed and operated in compliance with the

4447 engineering specifications documented in the HERO certification report specified for
4448 each model.

4449 **ITEM 109 - SECURITY ESCORT VEHICLE SERVICE (SEV)**

- 4450 1. Security Escort Vehicle Service (SEV) is a TPS that requires a vehicle escort. A TSP who
4451 provides SEV will:
- 4452 a. Provide an escort vehicle, such as an inconspicuous automobile or van, tractor, tractor-
4453 trailer (flatbed or van) combination, or straight-bed truck.
- 4454 b. Be manned by two, unarmed SECRET-cleared (interim or final), licensed drivers.
- 4455 c. Maintain constant and specific surveillance of the vehicle(s). Constant and specific
4456 surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the
4457 rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in
4458 continuous and unobstructed view. During in-transit stops, at least one of the escort
4459 vehicle drivers will maintain a constant, unobstructed view of the vehicle(s), either
4460 remaining in the escort vehicle or being within approximately 25 feet of cargo
4461 vehicle.
- 4462 d. Ensure escort vehicle drivers will have a valid TSP furnished/contractor picture ID in
4463 their possession at all times.
- 4464 2. Security escort vehicles shall be empty of any cargo, and the doors of the escort vehicle
4465 shall be sealed by the shipper and verified by the consignee.
- 4466 3. In the event of an emergency, the SEV vehicle/driver may be used to move the freight or
4467 freight trailer(s) when specifically coordinated by DTTS.
- 4468 4. A TSP will instruct escort vehicle drivers to remain clear of any cargo vehicle in the event
4469 the cargo vehicle comes under attack. Drivers will immediately contact the nearest
4470 state/local law enforcement agency and provide all relevant circumstances about the
4471 attack.
- 4472 5. The BL shall contain emergency response instructions for both the cargo and SEV drivers.
4473 If a *force majeure* situation involving or affecting either vehicle occurs, drivers shall:
- 4474 a. Immediately contact the nearest state/local law enforcement agency for emergency
4475 assistance.
- 4476 b. Promptly contact DTTS.
- 4477 c. If directed by DTTS, promptly escort the cargo vehicle(s) to a DoD installation/activity
4478 capable of providing secure holding.
- 4479 6. Escort vehicles will, at all times, be equipped with two means of communications, as
4480 stated in Constant Surveillance and Custody Service, Item 101 (pg. 123), in this section.
4481 These means of communication must be capable of contacting state and municipal
4482 agencies for emergency assistance, and for maintaining local two-way communication
4483 with TSP vehicles when necessary. Escort vehicle drivers will:

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- 4484 a. Keep two-way communications to a minimum.
- 4485 b. Neither discuss the nature of the shipment(s) nor reveal its origin or destination.
- 4486 c. Be trained in the operation and use of mobile communications unit.
- 4487 d. Be responsible for its proper maintenance and serviceability of all communications
4488 equipment throughout the movement.
- 4489 7. TSP and all drivers shall comply with the requirements of TSP Security Clearance
4490 Requirements, Item 1 (pg. 94) and Driver Identification/Qualification Requirements, Item
4491 7 (pg. 97), in this section.
- 4492 8. Required Training/Qualifications:
- 4493 a. Must have a current, valid SECRET or Interim SECRET clearance (to include
4494 reinvestigation as needed).
- 4495 b. Must be knowledgeable of secure-holding locations and DoD/Services procedures.
- 4496 c. Must be HAZMAT qualified and trained under DOT Rules with a HAZMAT
4497 endorsement (initial and annual follow-up), and knowledgeable of hazards, safety
4498 precautions, and security aspects of the shipment.
- 4499 d. Must be over the age of 21 with one year of HAZMAT experience.
- 4500 e. Knowledgeable of emergency response instructions (to include DoD and DOT
4501 response rules and requirements) for the specific commodity(ies) in the shipment.
- 4502 f. Knowledgeable of state police emergency numbers along route.
- 4503 g. Have the telephone numbers of DTTS and telephone numbers for DoD secure holding
4504 installations/activities along the approved state permitted route available.
- 4505 h. Must have a TSP-furnished picture ID indicating affiliation with the TSP named on the
4506 BOL.
- 4507 9. SEV personnel will not provide attendance for cargo and cargo vehicle unless specifically
4508 authorized or instructed by SDDC/DoD personnel, or in an emergency.
- 4509 10. One SEV will escort one or two load carrying vehicles that are traveling together in
4510 unison along the same route from origin to destination. Only SDDC can grant an
4511 exemption to this requirement.
- 4512 11. SEV will terminate once the shipment is authorized to enter the consignee/destination
4513 installation or installation receiving location.
- 4514 12. A TSP may contract with other SDDC-approved munitions TSPs or an SDDC-approved
4515 contractor to provide SEV service. The TSP of record shall be solely responsible for
4516 billing for SEV services, payment of the other TSP/contractor, and performance of SEV
4517 service.
- 4518 13. For all shipments under this item, the TSP will verify that the BL is annotated as follows:
4519 “Security Escort Vehicle Service Requested”.

4520 14. SEV shall be subject to the following charges:

1 to 500 miles	SEV(1) \$	per mile per escort vehicle
501 to 1,000 miles	SEV(2) \$	per mile per escort vehicle
1,001 to 1,500 miles	SEV(3) \$	per mile per escort vehicle
1,501 to 2,000 miles	SEV(4) \$	per mile per escort vehicle
2,001 to 3,000 miles	SEV(5) \$	per mile per escort vehicle
Over 3,000 miles	SEV(6) \$	per mile per escort vehicle
Minimum Charge	SEV(7) \$	per escort vehicle

4521

4522 **ITEM 111 - SATELLITE MOTOR SURVEILLANCE SERVICE (SNS)**

- 4523 1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service (TPS)
 4524 that provides DTTS with in-transit security capability to monitor the visibility of sensitive
 4525 DoD shipments transported on commercial vehicles by using automatic vehicle location
 4526 reports every 15 minutes, in-transit movement status changes, and emergency
 4527 notification.
- 4528 2. When requested by the shipper, the TSP will provide SNS. TSP will verify request for
 4529 SNS is annotated on the Bill of Lading (BL) in conjunction with DDP or SNS. SDDC
 4530 will set charge for SNS (1) \$ _____ per shipment. This charge shall be in addition to all
 4531 other transportation charges.
 4532
- 4533 3. After becoming SDDC approved, TSP will contact DTTS Operations and Quality Branch
 4534 Chief at the contact number provided in Section A, VIII, Table 1 (pg. 88), to begin DTTS
 4535 approval. The TSP will:
- 4536 a. Use a DTTS approved SNS Vendor (SNSV).
 4537 b. Provide DTTS with:
- 4538 i. Standard Carrier Alpha Code (SCAC)
 4539 ii. Contact Information
 4540 iii. Action Requested: (Add/Modify/Delete/Reregister)
 4541 iv. Tractor Information: (Number/Year/Color/Make/Model/License Number &
 4542 State/VIN/Tractor Type)
 4543 v. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
 4544 vi. Comments, if required
- 4545 c. Register vehicles with DTTS as required in paragraph 3 below.
- 4546 4. TSP vehicles equipped with SNS capability or re-equipped following maintenance or
 4547 equipment upgrade shall be registered with DTTS by successfully completing the
 4548 registration and testing procedures set forth below in subparagraph a-f. Successful
 4549 registration and testing must occur prior to any TSP being authorized to transport DoD
 4550 Arms, Ammunition and Explosives (AA&E) and Other Sensitive Material (OSM). TSPs

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- 4551 must submit registration paperwork to the DTTS PMO via email or fax 24 hours prior to
4552 testing. Testing will occur during set hours. Contact the DTTS PMO for testing hours if
4553 needed. Submission of information to SDDC to perform registration will include:
- 4554 a. Standard Carrier Alpha Code (SCAC)
 - 4555 b. Contact Information
 - 4556 c. Action Requested (Add/Modify/Delete/Reregister)
 - 4557 d. Tractor Information: (Number/Year/Color/Make/Model/License/Number &
4558 State/VIN/Tractor Type)
 - 4559 e. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
 - 4560 f. Comments, if required
- 4561 5. The TSP is responsible for notifying law enforcement in the event of an emergency.
- 4562 6. Unless a TSP's vehicle is in an authorized, protected environment (i.e., military secure
4563 holding/installation), SNS equipment installed on TSP vehicles, including the panic
4564 button emergency alert feature, will provide 24-hour uninterrupted service. The TSP's
4565 SNS monitoring station shall be continually manned by a qualified individual capable of
4566 providing immediate assistance in response to an emergency or DTTS inquiry. The TSP
4567 will also comply with communication requirements outlined in Item 103, Dual Driver
4568 Protective Service (DDP) (pg. 125). The TSP must ensure the SNSV provides continuous
4569 messaging and positioning service, including immediate notification of EMERGENCY
4570 button activations by drivers.
- 4571 a. TSPs providing SNS on shipments to/from will need to utilize Omnitrac's IVG devices
4572 with IVG satellite option to provide SNS service.
 - 4573 b. Questions pertaining to specific units or coverage should be directed to the appropriate
4574 satellite vendor. Shippers may only utilize SNS TSPs with properly configured and
4575 modified satellite equipment for shipments to this region.
 - 4576 c. When SNS equipment installed on TSP vehicles fails to provide continuous,
4577 uninterrupted service, the TSP will conduct root cause analysis of identified SNS
4578 service failures. The TSP will provide SDDC Safety with a quarterly report to
4579 include TSP actions to correct deficiencies.
- 4580 7. Each driver shall be equipped with a remote panic button along with one receiver per
4581 vehicle. Drivers will report an emergency by pressing the vehicle's emergency button or
4582 drivers' remote panic button. The vehicle's emergency button shall be located within
4583 easy reach of the driver and the remote panic button shall be located in each driver's
4584 possession.
- 4585 8. If a driver needs to test an emergency button, a "U" status message (see paragraph 8.f
4586 below) shall be sent to DTTS at least 20 minutes prior to testing. Driver /dispatch will
4587 call DTTS at the contact number provided in Section A, VIII, Table 1 (pg. 88) prior to
4588 testing.

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- 4589 9. The following provides tracking procedures and/or requirements:
- 4590 a. To initiate DTTS Service:
- 4591 i. The vehicle driver shall begin DTTS tracking upon arrival at origin by enabling
4592 DTTS per SNSV instruction. This action will generate a "B" message to
4593 DTTS and initiates the required 15 minute position reports.
- 4594 ii. The SNSV will provide the driver with "on-screen" verification ("DTTS ON")
4595 that DTTS service have been enabled. The driver will not send any other SNS
4596 messages or depart a protected environment until verification is received.
- 4597 iii. Driver will position the satellite message display unit in a manner that allows
4598 the shipping inspector or other designated shipper personnel to observe the
4599 "DTTS On" message without having to climb aboard the cab of the vehicle.
- 4600 b. Loading DTTS Shipment. The driver will send an "L" status message for new
4601 shipments subject to SNS tracking. The text portion of this message will include the
4602 shipment identification (i.e., BL number), trailer number, drom number, origin, and
4603 destination for each SNS shipment loaded. Origin and destination will include either
4604 military facility name and state or commercial company name, city and state. In the
4605 event this information exceeds the space provided for one text message, submit as
4606 many additional status "L" messages as necessary to convey all required information.
- 4607 c. Departing Protected Environment. When departing point of origin, a DoD secure
4608 holding installation/activity, or from a location due to a delay status, the driver will
4609 provide DTTS with a "D" status message to include location. Status code "D" places
4610 the shipment into a movement status for DTTS. A "D" message code shall be used
4611 when previous shipment status would have been L, M, A, U, or O.
- 4612 d. Secure Holding/Installation Activities. When entering an in-transit secure
4613 holding/activities, the driver will send an "M" status message. An "M" message will
4614 not be used when entering a secure holding/installation area at origin or destination.
4615 In the text portion of the message, the driver will provide activity name, area code
4616 and phone number and all bills of lading so that DTTS staff can call to obtain further
4617 shipment status information. Driver will indicate whether the load remains with the
4618 vehicle or is offloaded. Prior to departing the DoD secure holding installation/activity
4619 with SNS shipments, drivers will enter Bill of Lading (BL) number(s) on the vehicle
4620 in a "D" message. If any new shipments requiring SNS have been loaded on the
4621 vehicle, driver will utilize the same procedures as stated in subparagraph b and c
4622 above.
- 4623 e. Change in TSP Equipment. Drivers will report any in-transit shipment transfer to
4624 different TSP equipment using the "C" status message. For these messages, drivers
4625 will provide the identification number(s) of the new tractor and/or trailer as well as
4626 each BL transferred. If the required information exceeds the space provided for one
4627 text message, submit as many additional status "C" messages as necessary. The driver
4628 of the tractor receiving an SNS shipment will follow loading procedures in
4629 subparagraph b above, while the driver of the tractor transferring the SNS shipments
4630 will complete "C" equipment change message. A "C" message shall be sent from

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4631 both the losing and gaining tractors to identify the shipment(s) transferred. One of the
4632 “C” messages shall include an explanation of the reason for the transfer and a plain
4633 text location. If no SNS shipments remain on the vehicle, the driver will terminate
4634 DTTS service using the disable procedures set forth in subparagraph j. below.

4635 f. Unusual Delay During Shipment. The driver will send a “U” status message explaining
4636 an unusual delay that occurs during shipment transit. Examples that qualify as a “U”
4637 situation include:

4638 i. Unusual Delay – Bad or severe weather, unexpected road closure, traffic
4639 accidents that shut down traffic, intransit inspection, or other similar types of
4640 circumstances that create an unexpected delay. The “U” message will explain
4641 the applicable reason or factual circumstances in the text portion of the
4642 message and give the exact location of the vehicle/shipment, i.e., truck stop,
4643 shop name, city and state.

4644 ii. Mechanical Breakdown – Identify highway number, mile marker, and
4645 maintenance problem. The driver will immediately notify TSP dispatcher who
4646 in turn will notify DTTS at the contact number provided in Section A, VIII,
4647 Table 1 (pg. 88). If the driver determines the “situation” meets the
4648 Emergency definition found in Appendix D (pg. 253), the driver will report the
4649 emergency by pressing the emergency button.

4650 iii. Other - Provide information not covered under other status messages, such as
4651 estimated time of arrival at destination, fuel stop or driver break due to
4652 possible signal loss, alerts or explain emergency to DTTS.

4653 g. Arrived, Awaiting Offload. When arriving at destination and awaiting offload, driver
4654 will send an "A" status message. In text portion of the message, provide activity name
4655 and phone number where the driver can be reached. Drivers must maintain signal
4656 with DTTS unless inside a gated DoD Military Installation. If inside a gated DoD
4657 Military Installation, drivers may turn off SNS until offload is complete and offload
4658 message is received by DTTS.

4659 h. Offload at Destination. When shipment has been offloaded, driver will send an “O”
4660 status message. In text portion of the message, provide activity name and each BL
4661 delivered to that activity. If the initial “O” message this exceeds the space provided
4662 for one text message, the driver should submit as many additional status "O"
4663 messages as necessary to convey the required information.

4664 i. To end SNS Service.

4665 i. After the last shipment has been offloaded, the driver will immediately disable
4666 DTTS per SNSV instruction. This action will generate an "S" status message
4667 to DTTS.

4668 ii. Driver shall be provided with “on-screen” verification that DTTS service has
4669 been disabled.

4670 j. Automatic “P” messages will alert DTTS of vehicle’s current location. Positions
4671 reported shall be within one quarter mile of the actual vehicle location.

4672 k. At a minimum TSPs will ensure that position is reported every 15 minutes whenever
 4673 an SNS shipment departs a protected environment. While in authorized protected
 4674 environments, it is the TSP's option to continue providing 15-minute vehicle updates.
 4675 DTTS reserves the right to require a TSP to file more frequent updates when
 4676 operational requirements dictate additional notification.

4677 l. Failure of SNS equipment. If SNS equipment is not operating properly prior to
 4678 departure from origin, the unit must be repaired before departing with the load. If
 4679 SNS equipment or system fails while in-transit, the driver will immediately notify the
 4680 TSP dispatcher, who in turn shall immediately contact DTTS at the number provided
 4681 in Section A, VIII, Table 1 (pg. 88). DTTS Operators will coordinate two-hour status
 4682 updates with the driver with a final status report upon delivery at the destination or
 4683 arrival at an installation/activity offering secure holding, whichever occurs first.
 4684 These updates may be made by "U" message or by phone, as determined by DTTS.
 4685 Updates will include current location and status. If repairs cannot be made or are not
 4686 feasible, the defective unit shall be removed from the DTTS database and the
 4687 equipment/SNS equipment will not be reinstated until repairs or replacement are
 4688 made and the system tested as per paragraph 3 above.

4689 10. SNS Vendor (SNSV) Qualification Requirements And Standards

4690 a. SNSV Qualification Process: Any satellite vendor seeking to qualify as DoD-approved
 4691 SNS vendor must be able to continuously support DoD's mission requirement to
 4692 monitor the movement of SNS shipments 24-hours a day, 7 days a week, 365 days
 4693 per year. In order to meet this fundamental qualification standard, the vendor must
 4694 possess the necessary technical and system redundancy, including at a minimum the
 4695 following requirements:

4696 i. Redundant hardware and satellite infrastructure and architecture in the vendor's
 4697 primary network operations center.

4698 ii. A separate fully functional, geographically-dispersed contingency site that can
 4699 demonstrate complete and separate capability to ensure continuous operations.

4700 iii. A qualified technical staff available 24/7/365 with the expertise to provide
 4701 assistance to any inquiry from the DTTS staff regarding an in-transit SNS
 4702 shipment.

4703 iv. Evidence of written certification that Sections 1-3 above are in place and
 4704 available in support of the DTTS mission.

4705 v. Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical or
 4706 battery powered equipment must be HERO certified. The SNSV is
 4707 responsible to ensure HERO certification is obtained prior to use. The SNSV
 4708 shall be provided with SDDC points of contact to assist in the HERO
 4709 certification process. The SNSV will provide all technical engineering
 4710 specifications as requested.

4711 vi. An interested vendor will present its request for qualification, which
 4712 sufficiently demonstrates the relevant equipment/system/functional

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4713 capabilities to the DTTS Program Management Office (PMO) for review and
4714 analysis. If it is initially determined that a prospective vendor system and their
4715 functional capability meets minimal DoD requirements and standards, the
4716 DTTS PMO will recommend a test phase.

4717 **vii.** A test phase will demonstrate a vendor’s ability to provide all the services
4718 specified in this publication to DTTS. The test phase involves monitoring non-
4719 AA&E/OSM shipments moving from origin to destination traversing varying
4720 geographical conditions. At DTTS’s discretion, this test phase process may
4721 entail several test movements. Test(s) shall be conducted using the required
4722 standard interface.

4723 **viii.** Upon successful completion of the test phase, the DTTS PMO will notify HQ
4724 SDDC Special Requirements Branch in writing that the SNSV is approved for
4725 use by a TSP if both the test phase process and HERO certification are
4726 successful.

4727 **ix.** Approved SNSV will be subject to audit by the DTTS PMO every two years to
4728 ensure compliance with the outlined requirements.

4729 **b.** Standard Interface: The SNSV will use a data transfer method that conforms to current
4730 DoD information assurance requirements. Record layout shall be developed by the
4731 TGIS PMO in coordination with DTTS PMO to ensure data integrity. Contact the
4732 TGIS PMO at <https://usarmy.scott.sddc.mbx.tgis-support@mail.mil> for all interface
4733 questions and concerns.

4734 **11.** HERO Certification. There are two options to approve the use of equipment that emits
4735 electromagnetic radiation and is operated within 10 feet from explosives devices.

4736 **a. Option 1.**

4737 **i.** Carrier will provide technical information and physical location of where the
4738 proposed equipment will be installed to SDDC Safety for evaluation.

4739 **ii.** SDDC Safety will use a common mathematic process defined in MIL-HDBK-
4740 240 to determine safe separation distances of the proposed equipment.

4741 **iii.** SDDC Safety will determine HERO safe operation for the equipment.

4742 (18). If the proposed location of the equipment **is not** within the HERO
4743 unsafe distance, it will be approved for use.

4744 (19). If the proposed location of the equipment **is** within the HERO
4745 unsafe distance, the package will be returned to the carrier. The carrier
4746 may consider possible changes to equipment location and resubmit the
4747 proposed package to SDDC Safety for re-evaluation or use option 2.

4748 **iv.** Records will be maintained as part of the TSP performance record and a copy
4749 of the approval will be provided to the carrier for their records.

4750 **b. Option 2.**

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4751 i. Carrier will provide technical information and physical location of where the
4752 proposed equipment will be installed to the Naval Ordnance Safety and
4753 Security Activity (NOSSA) to initiate a request for advanced testing to
4754 investigate any additional protective measures or changes to installation that
4755 will allow use of the equipment within a HERO environment.

4756 ii. If NOSSA approval is received, the carrier will provide a copy of the
4757 equipment approval to SDDC for inclusion in their TSP performance record
4758 and maintain a copy for the duration of equipment use.

4759 12. The TSP is responsible for properly installing and maintaining the HERO certified
4760 devices. HERO certified devices shall be installed and operated in compliance with the
4761 engineering specifications documented in the HERO Certification Report specified for
4762 each model.

4763 **ITEM 113 - ESCORT/FLAGMAN/TELEPHONE SERVICE**
4764 **(MES/MEN/MET)**

4765 1. When DoD has a bona fide need for escorts/flagman/telephone service, and this service is
4766 requested or required by a shipper or regulatory agency, the applicable compensatory
4767 rates for escort vehicles/flagman/telephone service shall be:

4768 a. MES(1) \$ ____ per mile per escort vehicle/flagman, subject to a minimum charge of
4769 MES(2) \$ ____ per escort vehicle/flagman. Charges will apply only to the mileage
4770 where the service is used.

4771 b. When movement hours are restricted by a regulatory agency, TSP may include an
4772 overnight subsistence charge of MEN (1) \$ _____ per night per flagman and/or
4773 escort vehicle driver.

4774 c. When an escort vehicle or flagman is furnished by the state, county, or municipality,
4775 the TSP will advance the required charges, in accordance with Advancing Charges,
4776 Section A, VI, Para. A (pg. 68) in this publication.

4777 2. When requested, TSP will furnish mobile telephone(s) or two-way radio(s) at a charge of
4778 MET (1) \$ _____ for each vehicle equipped. This charge will not apply when
4779 telephones/radios are required as part of a TPS described in this publication.

4780 **ITEM 115 - EXTRA LIGHTS - OVERDIMENSIONAL LOADS (ELS)**

4781 1. When a state regulatory agency requires that lights, flashing or not flashing, be placed on
4782 an over dimensional shipment, a charge of ELS (1) \$ _____ per vehicle will apply.

4783 **ITEM 117 - IMPACTOGRAPHS (IMP)**

4784 1. When requested by shipper or consignee, impactographs shall be provided at a charge of
4785 IMP(1) \$ _____ per loaded mile per impactograph, subject to a minimum charge of
4786 IMP(2) \$ _____ per impactograph.

4787 **ITEM 119 - OVERDIMENSIONAL FREIGHT SERVICE**
 4788 **(520)/OVERWEIGHT PERMIT SHIPMENTS (PER)**

- 4789 1. A shipment shall be considered over dimensional (height, length, width) or “overweight”
 4790 based upon legal requirements when the height, width, length, or weight exceeds the
 4791 measurements stated below, as determined by any state, or other government regulatory
 4792 authority whose jurisdiction the shipment will travel. All DoD and non-DoD agencies
 4793 requirements involving over dimensional freight service cannot be used in conjunction
 4794 with voluntary tenders and must be submitted through the electronic spot bid application.
 4795 If unable to satisfy requirements through the use of electronic spot then requirements will
 4796 be submitted to HQ SDDC Special Requirements Branch for negotiation.
- 4797 2. Dimension measurements include:
- 4798 a. Height: 162 inches (13 feet 6 inches) measured from the ground to the highest point of
 4799 the cargo after loading.
- 4800 b. Length: 636 inches (53 feet). Over length dimensional charges will not be assessed for
 4801 interstate/intrastate movements, when the gross length dimensions of the tractor and
 4802 loaded semi-trailer combination are within the maximum gross length for such
 4803 equipment combination on interstate and federally designated highways or other state
 4804 highways and supplemental routes.
- 4805 c. Width: 102 inches (8 feet 6 inches)
- 4806 d. Cargo that exceeds these measurements may require permits.
- 4807 3. An overweight shipment consists of any non-divisible article that requires an excess
 4808 weight permit for each interstate and/or intrastate movement. Maximum highway load
 4809 weight may vary from state to state. As a general rule, the maximum cargo weight that
 4810 can be hauled legally without permits is 48,000 lbs. (45,000 lbs. on lowboy equipment).
 4811 Federally mandated maximum weights for the National System of Interstate and Defense
 4812 Highways and reasonable access thereto (IAW 23 CFR Part 658.17) states the following
 4813 maximum weights:
- 4814 a. 80,000 pounds gross vehicle weight (tractor + trailer + load)
- 4815 b. 20,000 pound single axle weight
- 4816 c. 34,000 pound tandem axle weight
- 4817 4. Axle spacing is another consideration that must be taken into account when looking at
 4818 Federal weight compliance. To protect bridges, the number and spacing of axles carrying
 4819 the vehicle load must be calculated. Thus, a bridge weight formula is also applied to
 4820 commercial vehicles in determining their compliance with Federal weight limits. The
 4821 Federal bridge formula applies when the gross weight on two or more consecutive axles
 4822 exceeds the limitations of the formula, except that two consecutive sets of tandem axles
 4823 may carry a gross load of 34,000 pounds each if the overall distance between the first and
 4824 last axle is 36 feet or more. $W=500(LN/N-1 + 12N + 36)$; where W=overall gross weight
 4825 on any group of 2 or more consecutive axles to the nearest 500 pounds. L=distance in feet

4826 between the extreme of any group of 2 or more consecutive axles, and N=number of
 4827 axles in the group under consideration.

4828 **ITEM 121 - OVERDIMENSIONAL AND OVERWEIGHT PERMIT**
 4829 **CHARGES**

- 4830 1. Over dimensional freight service (520) will apply only to truckload shipments. Line haul
 4831 transportation charges shall be based on the applicable truckload charge (rate qualifiers
 4832 PL and PM), highest truckload minimum weight applicable to the equipment loaded by
 4833 the shipper, or actual weight if in excess of the minimum weight, and accompanying
 4834 truckload rate.
- 4835 2. All relevant charges directly related to over dimensional/overweight freight shipments,
 4836 including costs of any special permits toll charges shall be included as part of the
 4837 negotiated rate or spot bid. TSP must retain valid receipts or documentation and/or permit
 4838 charge receipts to support any over dimensional or overweight charges.

4839 **ITEM 123 - RESTRICTED SPEEDS (RSS)**

- 4840 1. TSPs may at times be restricted to speeds below those posted because of the unusual
 4841 requirements or characteristics of the shipment. The following charges shall apply:

4842 **Table 123—Restricted Speed Charges**
 4843

RESTRICTED SPEED	RATE PER VEHICLE MILE
20 MPH or less	RSS(1) \$ _____
21 to 25 MPH	RSS(2) \$ _____
26 to 35 MPH	RSS(3) \$ _____
36 to 40 MPH	RSS(4) \$ _____
41 to 46 MPH	RSS(5) \$ _____

4844
 4845 **ITEM 125 - SPECIAL SERVICES**

- 4846 1. Delays caused by the failure of the shipper to provide the following may be subject to
 4847 Detention: Vehicle with Power Units, Item 21 (pg. 101), in this section, without benefit
 4848 of free time.
- 4849 a. Sufficient clearance for all overhead wires in areas necessary for passage of
 4850 equipment.
- 4851 b. Removal of any physical obstructions, required for the passage of shipments.
- 4852 c. Shoring.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

4853 d. Reinforcement of bridges, culverts, or roadways where necessary to provide for the
4854 safe passage of the load and equipment.

4855 2. If TSP acts as an agent of the shipper or consignee performing any of the above actions in
4856 paragraph 1 of this item, TSP may submit an eBill for necessary charges.

4857 **ITEM 127 - SURVEYING ROUTES (SRS) (Motor)**

4858 1. When requested, TSP will furnish necessary vehicle(s) and employee(s) or agent(s) to
4859 perform survey service for the safety of the shipment at a charge of:

4860 a. SRS(1) \$ _____ per mile per vehicle, subject to a minimum charge of SRS(2)
4861 \$ _____ for each survey vehicle.

4862 b. SRS(3) \$ _____ per mile per person, subject to a minimum charge of SRS(4)
4863 \$ _____ for each person.

4864 2. SRS mileage is based on one-way mileage of the route followed by the survey vehicle(s).

4865 **V. GENERAL RULES FOR TANK TRUCK TRANSPORTATION**

4866 1. This part provides requirements a TSP will follow when providing rates for services
4867 offered when handling, storing, or transporting any type of DoD freight that requires tank
4868 truck transportation. The rules contained in this part shall be followed in order for TSP to
4869 continue as a SDDC approved TSP.

4870 **ITEM 129 - ADVANCE LOADING SERVICE (ADL)**

4871 1. If requested by consignor, and annotated on the BL, that vehicle(s) shall be held in TSP
4872 possession after loading, at a place other than point of pick up or delivery, and not
4873 dispatched for immediate line-haul transportation, and the following conditions and
4874 charges will apply:

4875 a. Time will start when the loaded vehicle arrives at the location where it is to be held
4876 and will continue until the loaded vehicle is released by consignor for line-haul
4877 transportation.

4878 b. Each loaded vehicle is allowed 12 hours of free time.

4879 c. Each vehicle in TSP possession after the expiration of free time shall be subject to a
4880 charge of ADL (1) \$ _____ per 24 hour period, or fraction thereof, until released.

4881 d. If in the performance of the advance loading service, a TSP is required to travel any
4882 miles in excess of the miles which would have been traveled if the TSP's vehicle had
4883 proceeded immediately from loading point to destination, each excess mile shall be
4884 subject to a charge of ADL(2) \$ ____ per mile. The term "excess miles" under this
4885 item shall be interpreted as the difference between the short route mileage from point
4886 of loading to point of unloading, versus the short route mileage from point of loading
4887 to TSP's holding point, plus the short route mileage from holding point to point of
4888 unloading. However, if the TSP holding point is located within the same 9-digit

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

4889 SPLC area as origin or destination, excess mileage shall be considered to be zero, and
4890 excessive mileage charges will not apply.

4891 2. Application.

4892 a. Any charges administratively determined to apply under this item shall be in addition
4893 to all other applicable charges.

4894 b. TSP who submit claims for ADL services are prohibited from charging for storage or
4895 detention.

4896 c. TSPs shall provide for a credit allowance when a tank semi-trailer is provided by the
4897 DoD.

4898 **ITEM 131 - ALLOWANCES (SPA)**

4899 1. An allowance of SPA(1) \$ _____ per round trip, shall be shown on the freight bill and
4900 shall be subtracted from line haul charges.

4901 2. TSP will assume all liability resulting from the possession, operation, and use of DoD
4902 equipment, except any liability resulting from defects noted in the DoD equipment prior
4903 to TSP assuming possession of the tank semi-trailer.

4904 3. The TSP shall be responsible for returning DoD-provided semi-trailers to the
4905 shipper/consignee in the same condition as received, except for ordinary wear and tear.

4906 4. When, through no fault of the TSP, a DoD-provided tank vehicle being used to transport a
4907 load is the proximate cause of a delay, any delay in excess of two hours for
4908 loading/unloading shall be charged for as provided for in detention: Vehicles with Power
4909 Units, Item 23 (pg. 103) in this section, with no further free time being allowed.

4910 **ITEM 133 - CARGO LIABILITY**

4911 1. Shipments of bulk commodities in tank truck or tank trailer service shall in no
4912 circumstances be subject to released value rates, as damage to such shipments shall be the
4913 actual value of the shipment and subject the TSP to full TSP liability.

4914 **ITEM 135 - TRANSPORTATION SERVICE PROVIDER EQUIPMENT**

4915 1. For tank truck shipments, the TSP will furnish a tank vehicle(s) that meet applicable
4916 federal safety regulations in order to safely transport bulk cargo. The TSP shall be
4917 responsible for closing and securing all hatches and valves on the tank vehicle.

4918 2. Each tank vehicle will have a clean interior, be free of product odor, substantially void of
4919 lint, and completely dry. All valves, including pop valves on the tank, shall be clean.
4920 Each tank and all of its connections and gaskets shall be leak-free. Gaskets shall be void
4921 of product odor and contamination.

4922 3. Each tank vehicle will have a clean exterior, free of any residual material, however it is not
4923 required that the tank vehicle be stain-free. Hose tubes and bumpers shall be clean and
4924 product odor free.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 4925 4. TSP will furnish proper hose equipment when required to accomplish pickup and/or
4926 delivery. See Hose (EDD/EDO/HOS/HOX), Item 147 (pg. 147), for charges.
- 4927 5. Equipment furnished for loading may be rejected if the shipper upon inspection considers
4928 the equipment unfit for transportation. Rejected equipment will not be subject to VFN
4929 charges.
- 4930 6. Any equipment furnished for any shipment that possesses greater capacity than required
4931 by the government merely for the convenience of the TSP shall be provided at no
4932 additional cost to DoD.

4933 **ITEM 137 - CIRCUITOUS ROUTING (CTR)**

- 4934 1. When CTR charges are based on distance, shipments requiring special permits shall be
4935 determined according to DTOD practical mileage.
- 4936 2. When rates are based on other than distance and out-of-route mileage is mandated by
4937 law/regulation, excess mileage shall be subject to a charge of CTR(1) _____ per mile.
- 4938 3. When CTR is used merely for TSP convenience, circuitous charges will not accrue, and
4939 transportation charges shall be calculated on shortest route mileage, regardless of mileage
4940 actually traveled.

4941 **ITEM 139 - CLEANING (CLN)**

- 4942 1. In the event that DoD tenders to the TSP contaminated fuel, the TSP shall be entitled to a
4943 cleaning charge of its tank truck.
- 4944 2. In such circumstances, the charge shall be CLN(1) \$____ per vehicle unit cleaned.

4945 **ITEM 141 - COMPUTATION OF FREIGHT CHARGES**

- 4946 1. Except as provided in Minimum Loads/Gallons, item 149, freight charges in DoD tenders
4947 governed by this publication shall be the higher rate of:
- 4948 a. TSP rate multiplied by the minimum gallons stated in the tender; or TSP rate
4949 multiplied by the temperature-corrected gallons (see Definitions, Appendix D [pg.
4950 253]) placed in the vehicle at the time of loading and shall be determined by the
4951 loading facility through either the use of temperature-compensating meters or by
4952 manual conversion in accordance with the appropriate tables in the most recent
4953 edition of the API Manual of Petroleum Measurement Standards (MPMS)' available
4954 for purchase at <http://api-ep.api.org/>.

4955 **ITEM 143 - EXPEDITED SERVICE (EXP)**

- 4956 1. Unless otherwise specifically noted in this item, the provisions set forth in EXP, Item 35
4957 (pg. 107), of this section, will apply to EXP for tank truck transportation.
- 4958 2. Where line-haul rates are based upon a per hundredweight criteria, the EXP charge shall
4959 be the applicable line-haul rate at the highest minimum weight, or actual weight if
4960 greater, and increased 20 percent. Where line-haul rates are based upon a per mile or per

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4961 vehicle used basis, the EXP charge shall be assessed at the line-haul rate plus 20 percent
4962 in addition to all other applicable charges.

4963 **ITEM 145 - FRACTIONS**

4964 1. For computation of fractions, see Section A, IV, Completing a SDDC 364-R Tender, Para.
4965 C, Section D, in this publication.

4966 **ITEM 147 - HOSE (EDD/EDO/HOS/HOX)**

4967 1. TSP will provide either 2- or 3-inch hose (inside diameter) upon request of the
4968 shipper/consignee, and provision of such equipment is subject to the following conditions
4969 and charges.

4970 a. Distance from the shipper's discharge point to TSP vehicle intake point exceeding 36
4971 feet; or

4972 b. Distance from the point of discharge of the TSP vehicle to consignee's intake point
4973 exceeding 36 feet, whichever is greater.

4974 c. HOS(1) \$_____ per foot, subject to a minimum charge of HOS(2) \$_____.

4975 2. In circumstances where a specific hose is required due to special requirements of a
4976 shipment- e.g., chem-solv, stainless steel, teflon, or vitron--by the shipper and/or
4977 consignee, either 2- or 3-inch hose (inside diameter) meeting that specific need shall be
4978 provided by the TSP, and shall be subject to the following conditions and charges:

4979 a. Distance from the shipper's discharge point to TSP vehicle intake point

4980 b. Distance from the point of discharge of TSP vehicle to consignee's intake point
4981 whichever is greater.

4982 c. HOX(1) \$_____ per foot, subject to a minimum charge of HOX(2) \$_____.

4983 3. When necessary for TSP to dispatch a service truck either to origin or destination in order
4984 to provide extra hose, the following additional charges will apply:

4985 a. EDO(1) \$_____ per mile, or fraction, from origin and return to the terminal, subject to
4986 a minimum charge of EDO(2) \$_____.

4987 b. EDD(1) \$_____ per mile, or fraction, from the terminal to destination and return,
4988 subject to a minimum charge of EDD(2) \$_____.

4989 c. TSP will annotate BL with the terminal, origin, and destination SPLCs to verify
4990 mileage.

4991 d. Driver of the service truck will assist in stringing, connecting, disconnecting, and
4992 picking up hose upon request.

4993 4. Mileage shall be determined according to DTOD.

4994 **ITEM 149 - MINIMUM LOADS/GALLONS**

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 4995 1. Except as provided in paragraph 4 below, if a TSP is unable to furnish vehicle or
4996 specifically requested by the shipper to handle the minimum gallons stated in the TSP
4997 tender, or if the TSP furnishes a vehicle that has a capacity, when loaded, of less than the
4998 minimum load/gallon calculation gallons stated in TSP tender, the minimum shall be the
4999 actual number of gallons loaded.
- 5000 2. If a shipper requests a specific type of vehicle, and the quantity transported is less than the
5001 minimum gallons stated in TSP tender, the minimum gallon amount in the TSP tender
5002 will apply regardless of the capacity of the vehicle furnished.
- 5003 3. When federal, state, or municipal laws (except regulations and/or specifications of the
5004 New York City Fire Department) limit gross weight of the vehicle that would prohibit
5005 loading of the minimum gallons stated in the TSP tender, the minimum amount that
5006 applies under this item shall be the number of gallons permitted by applicable.
- 5007 4. If the vehicle furnished by a TSP has a greater capacity than ordered or required by a
5008 shipper, the minimum gallons stated in TSP tender will apply.

5009 **ITEM 151 - PICKUP AND DELIVERY**

- 5010 1. Line haul rates and charges in a TSP's tender will automatically include one pickup at
5011 origin and one delivery at destination. In the event that additional pickups and deliveries
5012 are required, albeit at origin, intransit, or at destination, such additional pickup and
5013 delivery service shall be subject to additional charges.
- 5014 2. Except in circumstances that involve dropped tank trailers, TSP drivers are permitted to
5015 assist the shipper or consignee when pumping service is specifically requested by the
5016 shipper or consignee, under the rules specifically provided in Item 155, Pumping Service.
- 5017 3. Pickup and delivery shall be during normal operating hours of the DoD facility involved.

5018 **ITEM 153 - PICKUP AND DELIVERY ON SATURDAYS (SAT) SUNDAYS**
5019 **OR HOLIDAYS (HOL) AND BEFORE OR AFTER NORMAL**
5020 **OPERATING HOURS (PUD)**

- 5021 1. For rules regarding pickup/delivery on Saturdays, Sundays, holidays and before/after
5022 normal operating hours, see Item 55 (pg. 112), in this section.

5023 **ITEM 155 - UNASSISTED PUMPING SERVICE (PAJ)**

- 5024 1. If a TSP is requested to perform pumping service unassisted by a shipper or consignee, a
5025 pumping equipment charge of PAJ(1) \$_____ per gallon will apply, subject to a
5026 minimum charge of PAJ(2) \$_____ per shipment.
- 5027 2. Charges shall be based on actual gallons pumped.
- 5028 3. TSP will ensure that the unassisted pumping service is properly certified by the shipper or
5029 consignee and annotate on BL accordingly.

5030 **ITEM 157 - REDELIVERY (RCL)**

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 5031 1. In the event that a TSP is required to perform redelivery, the TSP will notify the consignee
5032 no later than the next business day after delivery was attempted. A consignee, or HQ
5033 Defense Logistics Agency Energy Emergency Operations Center listed in Section A,
5034 VIII, Table 2 (pg. 88), shall be notified immediately if delivery cannot be accomplished.
5035 Upon the TSP providing proper notice, if redelivery is not accomplished or if forwarding
5036 instructions are not furnished to TSP within 24-hours of the time of notice to the
5037 consignee, the shipment shall be subject to Storage charges in Section A, VI, Para. I (pg.
5038 73) of this publication.

5039 **ITEM 159 - SEALING OF TANK VEHICLES**

- 5040 1. TSP shall not be permitted to charge for seals and/or locks placed on loading hatches and
5041 valves by shipper for the purpose of protecting the integrity of the shipment.

5042 **ITEM 161 - SPLIT DELIVERY (SDL)**

- 5043 1. For rules regarding SDL, see Item 71 (pg. 115), in this section.

5044 **ITEM 163 - SPLIT PICKUP (SPU)**

- 5045 1. For rules regarding SPU, see Item 73 (pg. 115), in this section.

5046 **ITEM 165 - VEHICLES FURNISHED BUT NOT USED (VFN)**

- 5047 1. For rules regarding VFN, see Item 77 (pg. 116), in this section.

5048 **ITEM 167 - WATERFRONT DELIVERY (WDS)**

- 5049 1. When a TSP makes deliveries to ships, boats or crafts, a charge of WDS(1) \$ per hour or
5050 fraction will be assessed subject to a minimum of WDS(2) hours.
- 5051 2. The time for waterfront delivery charges in paragraph 1 shall begin when the driver of a
5052 TSP advises the consignee that vehicle is located alongside ship and available for
5053 unloading. The time will end when released by the consignee. In the event that the total
5054 requirement for a shipment requires multiple deliveries within the same DoD installation
5055 or port, then all deliveries shall be considered as one delivery for the purposes of this
5056 item. All chargeable hours shall be annotated and certified on the TSP delivery ticket in
5057 writing by an authorized government representative.

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5066 **SECTION C – RAIL TRANSPORTATION SERVICE**
5067 **PROVIDER RULES**

5068

2ND DRAFT

5069

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5154 **I. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER**
 5155 **INFORMATION**

- 5156 1. This part describes the general requirements for rail TSP engaged in the transportation of
 5157 DoD freight. Rail TSP shall at all times comply with applicable federal statutes and
 5158 regulations, or applicable state laws, when providing rail transportation on behalf of DoD
 5159 1.
- 5160 2. As a rule, any incident involving DoD cargo should be reported to the appropriate contact
 5161 listed in Section A, VIII, Emergency Notification Information, Table 1 (pg. 88).

5162 **ITEM 169 - CAR SUPPLY**

- 5163 1. TSPs shall neither require nor forbid the use of DoDX cars in a tender. Inclusion of such a
 5164 provision shall render the tender null and void.
- 5165 2. TSP are permitted to store cars on an installation, subject to obtaining prior approval from
 5166 a designated and authorized site representative.
- 5167 3. Notwithstanding the foregoing provisions, nothing in this item will require a TSP to accept
 5168 a loaded DoDX car for transport when the rail car design does not conform to the
 5169 Interchange Rules.
- 5170 4. In the event that a TSP accepts a loaded DoDX car for transport, nothing in this item or in
 5171 the tender shall permit a railroad to charge different rates or pay a different mileage
 5172 allowance on a loaded DoDX car accepted for transport even though its design does not
 5173 conform to the Interchange Rules.

5174 **ITEM 170 - SHIPPER REQUIREMENTS AND RESPONSIBILITIES**

- 5175 1. Shipper at origin is ultimately responsible for ensuring all equipment is properly loaded
 5176 and secured to railcars prior to releasing cars to TSP in accordance with AAR Open Top
 5177 Loading Rules (OTLR). TSP train crews and local inspectors are not all qualified to
 5178 ascertain proper securement of military equipment. TSP pulling a train does not relieve
 5179 the shipper of responsibility for proper securement.

5180 **EXCEPTION: When tiedown services are provided by the TSP, then the TSP shall bare**
 5181 **responsibility**

- 5182 2. Waybills formalize a shipment and are used to generate a freight bill". The origin
 5183 Transportation Officer (TO) will ensure the commercial waybilling is completed on all
 5184 freight moving by rail IAW servicing TSP requirements.
 5185

5186 **ITEM 171 - DESCRIPTION OF ARTICLES AND INSPECTION**

- 5187 1. Freight charges shall be assessed according to proper description of the freight in question.
 5188 TSP has the right to inspect any shipment to determine the applicable rate based on its
 5189 tenders. When the articles of the shipment are considered by the TSP to be incorrectly

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

5190 described on BL, the TSP shall immediately notify the shipper of the discrepancy on the
5191 applicable BL, and notate that discrepancy on the BL.

5192 2. The below terms are to be used when communicating railcar loading/unloading status to
5193 any stakeholder in the logistics process. This will eliminate confusion and allow
5194 stakeholders to allocate appropriate resources to facilitate the loading/unloading
5195 efficiently and without delay or waste.

5196 a. "Loaded" - The specified railcar(s) have been loaded with all equipment designated
5197 for those railcar(s) **AND** secured/tied down IAW the Open Top Loading Rules
5198 (OTLR).

5199 b. "Inspected" - The specified railcar or group of railcars have been approved for
5200 movement by the designated Railroad inspector. This includes measurements and
5201 securement of the equipment IAW the OTLR.

5202 c. "Waybilled" - The specified railcar or group of railcars have been processed in the
5203 Railroad's system and have been confirmed by the railroad that 'good billing' has
5204 applied to the railcar(s) for movement.

5205 **ITEM 173 - DRIVER INSTRUCTIONS**

5206 1. See Section B, Item 9 (pg. 98) in this publication. This section applies to any motor
5207 transportation portion or leg of a shipment considered incidental to a rail TOFC/COFC
5208 shipment. TSP will ensure at all times any leg of a shipment involving carriage of goods
5209 by a motor TSP shall be moved under the proper and lawful operating authority as
5210 required by applicable sections set forth in 49 U.S.C.

5211 **ITEM 175 - PROPORTIONAL AND COMBINATION RATES**

5212 1. Proportional rates are limited to traffic destined to, or originating at, specific points or
5213 territories. Proportional rates shall apply when the entire movement is performed by a
5214 TSP, or by a TSP performing motor transportation incidental to the rail shipment for
5215 TOFC/COFC shipments. See Definitions, Appendix D (pg. 253), for more information on
5216 proportional rates.

5217 2. Combination rates are determined by combining rates set forth in different applicable
5218 tenders in order to construct a through rate from one point to another. These through rate
5219 combinations may also include security services. See Definitions, Appendix D (pg. 253)
5220 for more information on combination rates.,

5221 3. A TSP will indicate in Section B of each tender whether rates and charges may be used as
5222 proportional rates only or whether such rates may or may not be combined with another
5223 rate.

5224 **ITEM 177 - SUBSTITUTION OF FREIGHT CARS**

5225 1. When a car order is placed by transportation officer and the rail TSP is unable to furnish a
5226 car of the length and/or capacity ordered, the rail TSP, for its own convenience, may
5227 substitute a car of greater length and/or capacity; or may substitute two or more cars

5228 which equal or exceed the length and/or capacity of the car ordered. The cars replacing
 5229 those ordered must contain the same equipment, i.e., with chain tie-down devices, as the
 5230 cars originally ordered. For example, if a transportation officer orders two (2) 89-foot
 5231 flatcars with chain tie-down devices, a rail TSP, for its own convenience, may substitute
 5232 three (3) 60-foot flatcars with chain tie-down devices; or, as another example, a rail TSP
 5233 may substitute two (2) 89-foot flatcars in lieu of one (1) bi-level car ordered. The freight
 5234 charges shall be assessed on the basis of the car(s) ordered.

5235 2. In order to differentiate between cars which are furnished for substitution and cars which
 5236 are furnished to order, the transportation officer will annotate on the bill of lading both
 5237 the size of the car(s) ordered and the size of the car(s) furnished. When shipments are to
 5238 be made in closed cars exceeding 4,150 cubic feet capacity, both the length and cubic
 5239 capacity of the car(s) ordered and the car(s) furnished shall be shown on the bill of
 5240 lading. The substituted cars shall be designated on the bill of lading by car numbers.

5241 3. A TSP shall be prohibited from accepting rail car orders from any party other than
 5242 SDDC's Fleet Management contractor, unless otherwise specified in writing by
 5243 authorized SDDC personnel.

5244 **ITEM 179 - SWITCHING AND TRANSFER SERVICES**

5245 1. Voluntary Tenders: TSP shall submit joint and/or single line tender rates that include all
 5246 charges for switching (IAW DTR Section 201 p.14 Paragraph R, Switching Or Customer
 5247 Sidetrack Agreements) drayage, other transfer services (including river crossings or ferry
 5248 service) at origin/destination, intermediate interchanges, and stations, for shipments
 5249 handled through these intermediate points, which are not stopped for special services at
 5250 those intermediate points or interchange stations.

5251 a. Negotiated Tenders: The TSP shall make HQ SDDC Special Requirements aware of
 5252 any switching or customer sidetrack agreements and/or services/accessorials always
 5253 required at specified origin/destination not accounted for on the initial solicitation.
 5254 Notification of known requirements must be made prior to solicitation closing
 5255 date/time to accommodate solicitation amendment procedures.

5256 i. For instances where requirements are determined during execution of the rail
 5257 movement the TSP shall be entitled to submit an invoice charge via TPPS
 5258 eBill for services/accessorials provided.

5259 **NOTE: For these purposes execution of the rail movement starts when TSP begins**
 5260 **movement of empty rail cars to support the movement.**

5261
 5262 b. TSP shall be entitled to submit an invoice charge via TPPS eBill for switching
 5263 requirements that exceed switching or sidetrack agreements as a result of
 5264 origin/destination restrictions.

5265 **II. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER** 5266 **RULES**

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

- 5267 1. This part sets forth requirements a TSP will follow when providing rates for services
5268 offered when handling, storing, or transporting any type of DoD freight. Rules contained
5269 in this part shall be followed in order for TSP to continue as a SDDC approved TSP.

5270 **ITEM 180 - RAIL IN-TRANSIT VISIBILITY (RAIL ITV) REPORTING**

- 5271 1. All rail transportation service providers (TSPs) shall provide in-transit visibility (ITV) of
5272 cars of military interest on their tracks, in their bailment, or delivered by them to a point
5273 of loading or unloading.
- 5274 2. Where particular circumstances (e.g. trackage rights, haulage, reciprocal switching,
5275 switching & terminal trackage, etc.) mean that paragraph 1 tasks two or more TSPs to
5276 provide ITV of the same car, only one TSP need provide ITV. The Government is
5277 neutral as to which TSP provides ITV, but will look to the tendering TSP, or, if no tender
5278 is involved, the TSP having bailment, to correct the situation if ITV is not provided or is
5279 repeatedly provided incorrectly.
- 5280 3. "Cars of military interest" are those cars that meet one or more of the following:
- 5281 a. Cars, loaded or empty, and locomotives with DoDX, USAX, USNX, DAFX or
5282 reporting marks to include cars stenciled "for military service only.
- 5283 b. Loaded cars moving to or from a military installation.
- 5284 c. Cars loaded by a military shipper.
- 5285 d. Cars loaded with the following Standard Transportation Commodity Codes (STCCs)
5286 being reported on the Bill of Lading:
- 5287 i. 19 *** **
- 5288 ii. 34 411 18
- 5289 iii. 35 484 20
- 5290 iv. 36 612 40
- 5291 v. 37 114 **
- 5292 vi. 37 324 20
- 5293 vii. 41 111 12
- 5294 viii. 41 111 52
- 5295 ix. 41 111 54
- 5296 x. 41 111 70
- 5297 xi. 41 117 10
- 5298 e. Empty cars nominated for loading or moving to be loaded on a military installation or
5299 by a military shipper.
- 5300 4. Rail TSPs shall have no obligation to provide ITV for:

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

- 5301 a. Movements after cars are reported as “Placed to Patron,” i.e., on installation
5302 movements.
- 5303 b. Intermodal movements when commercial terminals are used for both loading and
5304 unloading.
- 5305 5. Reporting of rail ITV by TSPs shall be performed by using Car Location Messages
5306 (CLMs) and EDI 214 transactions as indicated in Section A – Transportation Service
5307 Provider General Rules Para III subsection B. TSPs may provide CLMs directly, through
5308 Railine Corporation, or through Value-Added Resellers (VARs). The CLM format to be
5309 reported is “Y – Custom ETA with Years.”
- 5310 6. CLMs shall be delivered to SDDC’s Managed File Transfer Server (MFTS) using Secure
5311 File Transfer Protocol (SFTP) or other mutually agreeable secure means of transmission.
- 5312 7. If batched, CLMs shall be delivered at least every 4 hours between the hour and quarter
5313 past the hour at 0200, 0600, 1000, 1400, 1800, and 2200 CST.

5314 **ITEM 181 - BLOCKING, BRACING AND TIE DOWN SERVICES FOR** 5315 **VEHICLES AND MILITARY TRACTOR TANKS (BLK)**

- 5316 1. When requested by shipper, line haul rates submitted in a rail tender for vehicles and
5317 Military tractor tanks shall include blocking, bracing, and tie down (including materials
5318 and inspector) services on railcars.
- 5319 2. Charge: BLK (1) \$ __ Per Car. Option: Enter “\$0.00” to perform at no charge.

5320 **ITEM 183 - COMPUTATION OF TANK CAR FREIGHT CHARGES**

- 5321 1. The applicable freight charges for tank car shall be considered to be the greater of (except
5322 for those circumstances specifically provided for under the Exception provision in
5323 paragraph 2):
- 5324 a. The amount computed by multiplying the rail TSP rate by the minimum gallons stated
5325 in a TSP’s applicable tender.
- 5326 b. The amount computed by multiplying TSP rate by the temperature-corrected gallons
5327 placed in the tank car at time of loading. Temperature-corrected gallons shall be
5328 calculated by the loading facility through use of temperature-compensating meters or
5329 by manual conversion IAW appropriate tables contained in the most recent edition of
5330 the API Manual of Petroleum Measurement Standards (MPMS) at the time of
5331 shipment.
- 5332 2. Exception: upon request, when the quantity transported is less than the minimum gallons
5333 stated in TSP tender, the minimum gallon amount in the TSP tender will apply regardless
5334 of the capacity of the vehicle furnished.

5335 **ITEM 185 - CRANE AT ORIGIN (500)**

- 5336 1. The type of crane at origin of a shipment shall be determined by the specific requirements
5337 of the applicable shipment by the shipper. (i.e., weight of shipment/item). When

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

5338 requested by a shipper, a TSP will provide crane service. Charge: 500 (1) \$ ____ per
5339 Hour. Option: Enter "\$0.00" to perform at no charge.

5340 **ITEM 187 - CRANE OPERATOR AT ORIGIN (505)**

5341 1. When requested by a shipper, a TSP will provide a qualified crane operator at origin for
5342 the period (based on hours of operation) requested by a shipper. Charge: 505 (1) \$ ____
5343 per Hour. Option: Enter "\$0.00" to perform at no charge.

5344 **ITEM 189 - CRANE AT DESTINATION (495)**

5345 1. The type of crane at destination shall be determined by the specific requirements of the
5346 shipment. (i.e., weight of shipment/item) as determined by the consignee. When
5347 requested by the consignee, TSP will provide crane service. Charge: 495 (1) \$ ____ per
5348 Hour. Option: Enter "\$0.00" to perform at no charge.

5349 **ITEM 191 - CRANE OPERATOR AT DESTINATION (490)**

5350 1. When requested by consignee, a TSP will provide a qualified crane operator at destination
5351 for the period (based on hours of operation) specified by the shipper. Charge: 490 (1)
5352 \$ ____ per Hour. Option: Enter "\$0.00" to perform at no charge.

5353 **ITEM 193 - DEDICATED SWITCH ENGINE AT ORIGIN (LME)**

5354 1. A TSP will provide a dedicated switch engine to move railcars at origin upon request by
5355 the shipper. Charge: LME (1) _____ per engine, per day. Option: Enter "\$0.00" to
5356 perform at no charge.

5357 **ITEM 195 - DEDICATED SWITCH ENGINE AT DESTINATION (LMD)**

5358 1. TSP will provide a dedicated switch engine utilized to move railcars at destination upon
5359 request by the consignee. Charge: LMD (1) _____ per engine, per day. Option:
5360 Enter "\$0.00" to perform at no charge.

5361 **ITEM 197 - DEDICATED SWITCH ENGINE CREW AT ORIGIN (LTE)**

5362 1. When requested by a shipper, a TSP will provide services of qualified crew (engineer,
5363 brakeman and conductor) operators at origin. Charge: LTE (1) \$ ____ per shift, of eight
5364 hours work. Option: Enter "\$0.00" to perform at no charge.

5365 **ITEM 199 - DEDICATED SWITCH ENGINE CREW AT DESTINATION**
5366 **(LFD)**

5367 1. When requested by a consignee, a TSP will provide services of qualified crew (engineer,
5368 brakeman and conductor) operators at destination. Charge: LFD (1) \$ ____ per shift, of
5369 8 hours' work. Option: Enter "\$0.00" to perform at no charge.

5370 **ITEM 201 - DEMURRAGE (STRAIGHT) (DEM)**

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- 5371 1. A TSP's notice of arrival shall be provided to the consignee within 24 hours (except
5372 Saturday, Sunday or holidays) of actual arrival time. When required notice of arrival is
5373 not given within 24 hours of arrival, time shall be computed from the first 12:01 AM
5374 after notice was actually given or after placement, whichever is earlier. The notice to be
5375 provided to the consignee will include:
- 5376 a. Car initials and number
- 5377 b. Commodity
- 5378 c. Points of shipment
- 5379 d. Hold point, if the rail car is constructively placed short of the billed destination
- 5380 2. Free time shall be computed from the first 12:01 AM after actual or constructive
5381 placement, subject to a "Do not deliver before" requirement in the solicitation and BL.
5382 Saturday, Sunday and holidays shall be excluded in computing free time. Free time shall
5383 be allowed for each car as follows:
- 5384 i. DEM (1) _____ hours for loading.
- 5385 ii. DEM (2) _____ hours for unloading.
- 5386 3. After expiration of free time, the following charges per car per day or fraction thereof shall
5387 be assessed until car is released.
- 5388 a. DEM (3) \$ _____ for each of the first four days.
- 5389 b. DEM (4) \$ _____ for each of the next two days.
- 5390 c. DEM (5) \$ _____ for each subsequent day.
- 5391 4. Termination of Demurrage.
- 5392 a. Demurrage will terminate when a shipper or a consignee notifies authorized rail
5393 personnel of the TSP that the rail car is available. The shipper or consignee will
5394 provide information to the TSP that includes the identity of the shipper or consignee,
5395 party furnishing the data and car initial and number. A TSP shall maintain
5396 information provided by the shipper or consignee, as well as the date, time of receipt,
5397 and identity of party receiving the information. The recorded date and time will
5398 govern release of car.
- 5399 b. When the consignor or consignee cannot furnish the required information because of
5400 authorized personnel of the railroad not being on duty to accept the information, the
5401 consignor or consignee will have until 9:00 AM of the next day on which the railroad
5402 has such personnel on duty to furnish advice as to when the car was made available
5403 and the car shall be considered released at the date and time it was loaded or unloaded
5404 and made available to the railroad.
- 5405 5. When the same car is unloaded and reloaded, each transaction shall be treated as
5406 independent of the other. In such circumstance, free time for reloading will not begin
5407 until 12:01 AM after completion of unloading and notification is given to railroad IAW
5408 paragraph 4 above.

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- 5409 6. Time for loaded or empty cars delivering on interchange tracks where DoD/contractor
5410 personnel perform the switching shall be computed beginning at 12:01 AM after actual or
5411 constructive placement occurs, and shall continue until the rail cars are returned to the
5412 same or another interchange track and notification is given IAW paragraph 4 above.
- 5413 7. When a railroad provides two or more cars for its own convenience in lieu of the car(s)
5414 ordered by a shipper, any demurrage charge that might accrue shall apply only to the
5415 number of car(s) actually ordered.
- 5416 8. Under no circumstances shall a TSP charge demurrage charges in situations where the
5417 railcars are DoD owned or DoD leased cars, and rail cars are located on DoD owned or
5418 DoD contractor-owned rail tracks
- 5419 9. When DoD owned rail cars are located on railroad owned tracks for the convenience of the
5420 railroads, that period shall be eliminated when computing demurrage charges. DoD
5421 owned cars that are located on railroad-owned tracks at the request of shipper or
5422 consignee shall be subject to demurrage charges as provided in this item.
- 5423 10. When a TSP is unable to load, unload, receive, or dispatch to another railroad because of
5424 a railroad strike, the following will apply:
- 5425 a. The time from 12:01 AM after interference begins until 12:01 AM after interference
5426 ceases shall be excluded by TSP when computing and filing a claim for demurrage.
- 5427 b. The time immediately preceding and time immediately subsequent to the interference
5428 shall be consolidated into one period of detention.
- 5429 c. When by reasons of delay or irregularity in filling orders, or as the result of an act or
5430 neglect of the railroad or because of weather interference described in paragraph 11
5431 below, cars are bunched and placed for loading or unloading in accumulated numbers
5432 in excess of the daily placing as ordered or in excess of the number daily received, the
5433 Government shall be allowed such free time for loading or unloading as it would have
5434 been entitled to had the cars not been bunched. A claim, in writing, within thirty (30)
5435 days of receipt of demurrage bill must be presented to the railroad, certifying initial
5436 and number for each car in the bunching claim.
- 5437 11. In circumstances where severe weather conditions (floods, earthquakes, hurricanes,
5438 tornadoes, or similar “acts of God”) make it impractical or otherwise, impossible to load
5439 or unload a shipment, the duration in time of the severe weather condition shall be
5440 eliminated in computing demurrage, provided the shipper/consignee advises the
5441 railroad/TSP of the nature and expected duration of the weather interference at or/prior to
5442 the time the rail car is released.
- 5443 12. In circumstances involving abnormal traffic patterns or unusual scenarios, the applicable
5444 demurrage provisions for facilities and shipment that require specifics considerations
5445 shall be negotiated in advance between authorized representatives of SDDC and the TSP.

5446 **ITEM 203 - DRAYAGE AT ORIGIN (DPE)**

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5447 1. When requested by a shipper, a TSP will provide the labor/drayage services at origin to
5448 transport equipment to designated location. Charge: DPE (1) \$ ____ per Vehicle. Option:
5449 Enter "\$0.00" to perform at no charge.

5450 **ITEM 205 - DRAYAGE AT DESTINATION (DPD)**

5451 1. When requested by a consignee, a TSP will provide the labor/drayage services at
5452 destination to transport equipment to designated location. Charge: DPD (1) \$ ____ per
5453 Vehicle. Option: Enter "\$0.00" to perform at no charge.

5454 **ITEM 207 - EMPTY CARS ORDERED BUT NOT USED (ECS)**

5455 1. A TSP shall be entitled to submit an invoice charge for railroad-furnished rail cars that
5456 exceed the allotted threshold for railcars that were ordered by a shipper/consignee but not
5457 used. Such charges shall only be owed if the order for those empty railcar(s) were not
5458 canceled prior to commencing movement towards loading destination. Such charges shall
5459 not exceed the Per Car (PC) line haul rate associated with same order—Charge: ECS (1)
5460 \$ _____ per Car. Option: Enter "\$0.00" to perform at no charge.

5461 a. Threshold Determination: Take the Railcars ordered and then subtract the Railcars
5462 used for a difference in ordered versus used. Take the difference in ordered versus
5463 used and then subtract the applicable threshold amount to give you the Railcars that
5464 may be charged for ordered not used.

5465 b. Thresholds:

5466	Railcars Ordered.....	Threshold
5467	1-50.....	5 Railcars
5468	51-100.....	7 Railcars
5469	101-150.....	10 Railcars
5470	151-300.....	15 Railcars
5471	>300.....	20 Railcars

5472 c. Examples:
5473

5474 i. A shipper orders 600 Railcars and loads, then ships 550 railcars. This gives
5475 you a difference in ordered versus used of 50 railcars. Subtract the applicable
5476 threshold (>300) of 20 railcars to get 30 railcars that may be charged as
5477 ordered not used.

5478 ii. A shipper orders 75 railcars and loads, then ships 70 railcars as a single unit
5479 train. This gives you a difference in ordered versus used of 5 railcars.
5480 Subtract the applicable threshold (50-100) of 7 railcars and you get a negative
5481 2 railcars. There is no charge for ordered not used.

5482 iii. A shipper orders 250 railcars for an upcoming move. The empty railcars are
5483 in transit to their loading destination when the move is cancelled. Take the
5484 250 railcars and subtract the applicable threshold (150-300) of 15 railcars to
5485 get 235 railcars that may be charged for ordered not used.

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- 5486 iv. A shipper orders 120 railcars for an upcoming move. The move is canceled
5487 and everyone notified before the empty railcars depart for their loading
5488 destination. There is no charge for ordered not used.
- 5489 2. TSP shall be entitled to submit an invoice charge for a railroad-furnished (car that was
5490 ordered by a shipper/consignee but not used, but such charges shall only be owed if the
5491 order for those empty rail car(s) was not canceled prior to car commencing movement.
- 5492 3. The provisions of this item shall not be applicable to:
- 5493 a. Where a rail car is located at the time of the order at rail yard(s) or storage track(s) that
5494 service the shipper's facility;
- 5495 b. Where rail cars are moved or are placed merely for the convenience of the TSP, or
5496 where the rail car is refused by a shipper as unfit for loading or in a defective
5497 mechanical condition.
- 5498 c. In situations involving consecutive empty movement that result from a shipper
5499 ordering but not utilizing DoDX cars, charges shall be submitted in TSP's tender.
- 5500 4. A TSP shall be entitled to submit an invoice charge for a railroad-furnished (car that was
5501 ordered by a shipper/consignee but not used, but such charges shall only be owed if the
5502 order for those empty rail car(s) was not canceled prior to car commencing movement.
- 5503 5. The provisions of this item shall not be applicable to:
- 5504 a. Where a rail car is located at the time of the order at rail yard(s) or storage track(s) that
5505 service the shipper's facility;
- 5506 b. Where rail cars are moved or are placed merely for the convenience of the TSP, or
5507 where the rail car is refused by a shipper as unfit for loading or in a defective
5508 mechanical condition.
- 5509 c. In situations involving consecutive empty movement that result from a shipper
5510 ordering but not utilizing DoDX cars, charges shall be submitted in TSP's tender.

5511 **ITEM 209 - FREIGHT ALL KINDS - STCC NUMBER 4611125**

- 5512 1. Freights All Kinds (FAK) consists of commodities TSP offer to transport at one inclusive
5513 rate or charge in their tender.
- 5514 2. The following listed commodities are prohibited from being included as FAK:
- 5515 a. Narcotics and dangerous drugs
- 5516 b. Ammunition and explosives (Class 1)
- 5517 c. Radioactive materials
- 5518 d. Etiologic agents
- 5519 e. Crated household goods or personal effects
- 5520 f. Live animals

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- 5521 g. Bulk commodities
- 5522 h. Corpse(s)
- 5523 i. Currency
- 5524 j. Coins
- 5525 k. Precious metals
- 5526 l. Food, fresh, frozen, or requiring refrigeration or other protective service
- 5527 m. Postage stamps or stamped envelopes
- 5528 n. Military tractor tanks and tracked vehicles
- 5529 o. Hazardous materials and hazardous waste
- 5530 p. Railway equipment moving on own wheels not in interchange service
- 5531 q. Military impedimenta in exercise movements or troop movements
- 5532 r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
- 5533 s. Vehicles (self-propelled)
- 5534 t. Engines
- 5535 u. Missiles or Rockets
- 5536 3. A TSP that files FAK tender rates may not restrict the application of such rates to certain
- 5537 commodities. All rate tender filling FAK rates under the description "Freight All Kinds"
- 5538 (4611125) shall be understood to include any commodities except those items
- 5539 specifically excluded in the list above.
- 5540 4. Except as otherwise required by regulation or applicable law, shipments that are described
- 5541 on BLs as FAK (4611125) will not be described in any further detail concerning the
- 5542 specific commodity involved for that particular shipment.
- 5543 5. Shipments that contain both FAK and non-FAK commodities shall be regarded as a single
- 5544 shipment for the purpose of a TSP assessing charges, and therefore such shipments shall
- 5545 be subject to the Mixed Shipment rule, Item 233 (pg. 169), within this section.
- 5546 **ITEM 211 - FREIGHT ALL KINDS - STCC NUMBER 4611121**
- 5547 1. Freight All Kinds (FAK), STCC Number 4611121, which includes crated household goods
- 5548 or personal effects, consists of those commodities a TSP offers to transport at one
- 5549 inclusive rate or charge.
- 5550 2. The following commodities may not be included as FAK:
- 5551 a. Narcotics and dangerous drugs
- 5552 b. Ammunition and explosives (Class 1)
- 5553 c. Radioactive materials

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- 5554 d. Etiologic agents
- 5555 e. Live animals
- 5556 f. Bulk commodities
- 5557 g. Corpse
- 5558 h. Currency
- 5559 i. Coins
- 5560 j. Precious metals
- 5561 k. Food, fresh, frozen, or requiring refrigeration or other protective service
- 5562 l. Postage stamps or stamped envelopes
- 5563 m. Military tractor tanks and tracked vehicles
- 5564 n. Hazardous materials and hazardous waste
- 5565 o. Railway equipment moving on own wheels not in interchange service
- 5566 p. Military impedimenta in exercise movements or troop movements
- 5567 q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
- 5568 r. Vehicles (self-propelled)
- 5569 s. Engines
- 5570 t. Missiles or Rockets
- 5571 3. TSP moving FAK under this Item must comply with Item 209, paragraphs 3-5.
- 5572 4. DPM shipments transported under FAK STCC 4611121 shall be released at full value
- 5573 (FRV) replacement for loss/damage of the shipments while in their possession. FRV
- 5574 liability is the equal to greater of; (1) \$5,000 per shipment or (2) \$4.00 x the net weight of
- 5575 the household goods shipped or \$4.00 x the gross weight of the unaccompanied baggage
- 5576 shipped, in pounds not to exceed \$50,000.

5577 **ITEM 213 - FREIGHT ALL KINDS - STCC NUMBER 4611123**

- 5578 1. Freight All Kinds (FAK), STCC number 4611123, consists of those commodities a TSP
- 5579 offer to transport at one inclusive rate or charge.
- 5580 2. The following commodities may not be included as FAK:
- 5581 a. Narcotics and dangerous drugs
- 5582 b. Ammunition and explosives (see paragraph 3 below for exception)
- 5583 c. Radioactive Materials
- 5584 d. Etiologic Agents

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- 5585 e. Crated household goods or personal effects
 - 5586 f. Live Animals
 - 5587 g. Bulk Commodities
 - 5588 h. Corpses
 - 5589 i. Currency
 - 5590 j. Coins
 - 5591 k. Precious Metals
 - 5592 l. Food, fresh, frozen, or requiring refrigeration or other protective service
 - 5593 m. Postage stamps or stamped envelopes
 - 5594 n. Military tractor tanks and tracked vehicles
 - 5595 o. Railway equipment moving on own wheels not in interchange service
 - 5596 p. Military impedimenta in exercise movements or troop movements
 - 5597 q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
 - 5598 r. Vehicles (self-propelled)
 - 5599 s. Engines
 - 5600 t. Missiles or Rockets
- 5601 3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose
5602 combined weight is less than 1,001 pounds.
- 5603 4. Must comply with Item 209, paragraphs 3-5.

5604 **ITEM 215 - FREIGHT ALL KINDS - STCC NUMBER 4611122**

- 5605 1. FAK, including crated household goods and personal effects, consists of those
5606 commodities TSP offer to transport at one inclusive rate or charge.
- 5607 2. The following commodities may not be included as FAK:
- 5608 a. Narcotics and dangerous Drugs
 - 5609 b. Ammunition and Explosives (see paragraph 3 below for exception)
 - 5610 c. Radioactive Materials
 - 5611 d. Etiologic Agents
 - 5612 e. Live Animals
 - 5613 f. Bulk Commodities
 - 5614 g. Corpses

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- 5615 h. Currency
- 5616 i. Coins
- 5617 j. Precious Metals
- 5618 k. Food, fresh, frozen, or requiring refrigeration or other protective service
- 5619 l. Postage stamps or stamped envelopes
- 5620 m. Military tractor tanks and tracked vehicles
- 5621 n. Railway equipment moving on own wheels not in interchange service
- 5622 o. Military impedimenta in exercise movements or troop movements
- 5623 p. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
- 5624 q. Vehicles (self-propelled)
- 5625 r. Engines
- 5626 s. Missiles or Rockets
- 5627 3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose
- 5628 combined weight is less than 1,001 pounds.
- 5629 4. Must comply with Item 209, paragraphs 3-5.
- 5630 5. DPM shipments transported under FAK STCC 4611122 shall be released at full
- 5631 replacement value (FRV) of item(s) up to \$50,000.

5632 **ITEM 217 - INCENTIVE SCHEDULED DELIVERY (GDS)**

- 5633 1. Incentive Scheduled Delivery (GDS) is a service offered by the TSP on their voluntary
- 5634 tender that guarantees on time arrival of the shipment. Failure to meet RDDs does not
- 5635 normally establish grounds for recovery of damages resulting from late delivery of a TSP.
- 5636 2. A TSP who wishes to offer guaranteed delivery service in their tender shall complete the
- 5637 paragraph set forth below, and forward to the installation requesting GDS. A copy of the
- 5638 below statement will also be sent by e-mail to [usarmy.scott.sddc.mbx.omb-for-](mailto:usarmy.scott.sddc.mbx.omb-for-negotiations-team)
- 5639 [negotiations-team](mailto:usarmy.scott.sddc.mbx.omb-for-negotiations-team). The statement will include origin, destination and tender number that
- 5640 would be applicable to the guaranteed delivery service. Shipments under this tender have
- 5641 a normal transit time from origin to destination of GDS (1) _____ days, including the
- 5642 day of departure and day of arrival. Shipments that have been designated by origin and
- 5643 destination under this tender are guaranteed to arrive within a transit time of GDS (2)
- 5644 _____ days, which shall include the day of departure and day of arrival. In the event a
- 5645 portion or all of the shipments under this tender, have a longer transit time than stated in
- 5646 GDS (2), the TSP agrees that GDS charges shall be reimbursed to the shipper through the
- 5647 currently authorized Third Party Payment System (TPPS) for an amount equal to twice
- 5648 the amount of the base transportation charges for the late shipments. This guarantee is
- 5649 provided at an added charge of GDS (3) \$ _____ per car for all cars moved under the
- 5650 tender.

- 5651 3. The TSP shall tender the executed statement set forth above and agree to provide GDS
 5652 service prior to pickup of any shipment(s), as agreed upon and coordinated with shipper.
 5653 TSP may agree on its own to service after shipment has been picked up. If GDS is
 5654 requested by shipper after the initial TSP accepts delivery at origin, and the shipment is
 5655 now with and interlining TSP, interlining TSP may bill a separate and independent bill
 5656 under the currently authorized TPPS. If interlining TSP bills for GDS, documentation, by
 5657 BL and railcar number, of what car received this service shall be provided by the
 5658 interlining TSP.

5659 **ITEM 219 - HEATER/REFRIGERATOR SERVICE (HRS)**

- 5660 1. Upon request by shipper, a TSP will provide Heater/Refrigerator Service (HRS) to protect
 5661 a shipment from heat or cold. Conditions and charges for heater or refrigerator service
 5662 will apply for shipper or TSP owned rail cars, trailers or containers containing
 5663 mechanical temperature controlling devices. When heater service is requested by a
 5664 shipper, the service shall not include the furnishing of alcohol or other auxiliary heaters.

5665 2. Conditions:

- 5666 a. Any temperature specified by the shipper to protect the contents of the shipment
 5667 concerning a certain temperature, or a temperature range, shall be maintained by TSP
 5668 during the entire shipment.
- 5669 b. When two, TSP-owned trailers/containers are substituted for a refrigerator car ordered
 5670 by the shipper, TSP may only charge for the refrigerator car that was ordered.
- 5671 c. Any detention of rail cars that are equipped with mechanical temperature controlling
 5672 devices are subject to the free time and demurrage provisions set forth in Item 203
 5673 (pg. 160) of this part. Detention of trailers or containers in TOFC/COFC service
 5674 equipped with mechanical temperature controlling devices are subject to the free time
 5675 and detention provisions in Detention of Vehicles, Item 253 (pg. 176), in this section.

5676 3. Charges. When heater or refrigerator service is provided, charge shall be as follows:

- 5677 i. HRS (1) \$ _____ per highway mile, subject to a minimum charge of
 5678 ii. HRS (2) \$ _____ per conveyance.

5679 **ITEM 221 - IDLER CAR (IDC)**

- 5680 1. TSP tenders for shipments that require one or more idler cars may provide for an
 5681 accessorial service charge of IDC (1) per idler car in addition to other applicable
 5682 transportation charges.

5683 **ITEM 223 - INTERNATIONAL STANDARD ORGANIZATION (ISO)**
 5684 **CONTAINER SHIPMENTS**

- 5685 1. For shipments involving International Standard Organization (ISO) container shipments,
 5686 not more than four ISO containers are permitted to be loaded on flat cars that do not
 5687 exceed 89-feet, 4-inches in length. If TSP is unable to furnish a sufficient number of rail

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5688 cars to transport four containers, the TSP may furnish rail cars with less than four
5689 positions. Charges shall be assessed on the shipment as if a sufficient number of four
5690 position cars were furnished. Example: For a shipment of 12 ISO containers, a TSP is
5691 permitted to furnish four, 3-position cars in lieu of three, 4-position cars, however
5692 charges shall be assessed as if three, 4-position cars were furnished.

5693 2. These movements will apply only from/to private sidings or locations where facilities
5694 exist.

5695 **ITEM 225 - LOADING (LDA)/UNLOADING (LDL) BY**
5696 **TRANSPORTATION SERVICE PROVIDER**

5697 1. When Loading (LDA) or Unloading (LDL) services are requested by a shipper, TSP will
5698 ensure cargo is properly loaded and/or unloaded in a safe manner. This item shall apply
5699 to shipper requests to load/unload freight, as well as instances where the shipper requests
5700 that the TSP load vehicles under their own power onto a rail car.

5701 i. TSP requested to load freight or drive vehicles under own power onto railcars—
5702 Charge: LDA (1) \$ _____ per Car. Option: Enter “\$0.00” to perform at
5703 no charge.

5704 ii. TSP requested to unload freight or drive vehicles under own power off
5705 railcars—Charge: LDL (1) \$ _____ per Car. Option: Enter “\$0.00” to
5706 perform at no charge.

5707 **ITEM 227 - MATERIALS (AAM)**

5708 1. A TSP will provide proper materials to safeguard and protect DoD freight. TSP are
5709 required as a matter of law to utilize specified materials for certain shipments pursuant to
5710 applicable safety regulations concerning federal safety regulations concerning the
5711 blocking, bracing and tie-down of freight.

5712 2. TSP will ensure materials provided (to include pallets, crates, boxes, reels, dunnage,
5713 frames, and cleats) meet the phytosanitary requirements stated in DoD 4140.01-M-1.

5714 3. Charge: AAM (1) \$ _____ per Car. Option: Enter “\$0.00” to perform at no charge.

5715 4. This Item is intended to authorize a charge for the material to secure the freight in
5716 accordance with AAR rules, when the material is not supplied by the shipper.

5717 **ITEM 229 - MILEAGE ALLOWANCES**

5718 1. The mileage allowances set forth in the Freight Tariff RIC 6007-M, “Mileage Allowances
5719 and Rules Governing the Handling and Payment of Mileage: Also Charges on Cars of
5720 Private Ownership” issued by American Short Line and Regional Railroad Association,
5721 shall be the minimum standard that shall be accepted by DoD for use of DoD owned rail
5722 cars. The following provisions shall apply to cars lettered DoDX, USAX, USNX, or
5723 DAFX:

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- 5724 a. Mileage allowances shall be paid for all mileage of all movements, loaded or empty,
5725 which generate any transportation revenue for the TSP.
- 5726 b. Mileage allowances shall be paid at specified rates in US dollars, regardless of where
5727 the mileage is accumulated.
- 5728 c. Mileage allowance shall be paid per actual revenue mile as follows:

Car Series	\$ Per Mile	Type Of Cars
900-905	\$0.50	Cabooses
1000-19000	ASLG 6007	Tank Cars
20000-29499	\$0.30	Box Cars
29500-29508	\$1.00	Refrigerator Cars
29509-29999	\$0.30	Box Cars
30000-35999	\$0.50	Flat Cars, Varied
36000-36999	\$1.00	Flat Cars, Refrigerated Containers
37000-39999	\$0.50	Flat Cars, Varied
40000-40999	\$0.50	68 ' Flat Cars, chain tie-down, COFC
41000-49999	\$0.30	Flat Cars, Chain tie-down, COFC

- 5729
- 5730 d. If the Government’s efforts to collect correct mileage charges from other TSP—
5731 including short lines, regionals, Class 1 railroads, and switching and terminal roads—
5732 are unsuccessful, the tendering TSP shall pay the shortfall upon request of the
5733 Government.

5734 **ITEM 231 - MILITARY TRAFFIC EXPEDITING SERVICE (MTX)**

- 5735 1. Military Traffic Expediting Service (MTX) provides the US Government with intransit
5736 visibility (ITV) by linking a specific military shipment on a specific rail car with
5737 associated Car Location Messages (CLMs). CLMs are generated by the railroads for all
5738 cars, loaded or empty, as they move. MTX is mandatory for all DoD rail shipments
- 5739 2. MTX is an automated ITV tracking service provided by the TSP for the military carload
5740 shipments of unclassified cargo, which do not require seals or terminal inspections. MTX
5741 service shall be provided automatically by the TSP without cost.
- 5742 3. TSP has the option to reject a shipment if BL indicates MTX service has not been
5743 requested for shipments, which require RIS.

5744 **ITEM 233 - MIXED SHIPMENTS (Not applicable to mixed shipments**
5745 **tendered as FAK)**

- 5746 1. This item shall not apply to mixed shipments tendered as Freight All Kinds (FAK). When
5747 a number of different articles are consolidated for shipment at one time, the appropriate
5748 charges shall be assessed at the actual or authorized weight and rate applicable to each
5749 specified article.
- 5750 2. The minimum weight shall be applied to the largest article and any deficit shall be charged
5751 at the tender rate applicable to the smallest article.

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5752 3. In no event shall the total charges on a mixed shipment exceed the charges that would
5753 have applied had articles been shipped separately.

5754 4. Charges for mixed shipments shall be determined according to schedule in tender section
5755 of this publication.

5756 **ITEM 235 - PORTABLE RAMPS AT ORIGIN (PRO)**

5757 1. When requested by shipper, a TSP will provide one or more portable ramps at origin to
5758 make transition from ground to end of a string of flat cars.

5759 a. Charge: PRO (1) \$ ___ per Ramp, complete. Option: Enter "\$0.00" to perform at no
5760 charge.

5761 b. PRO (2) \$ ___ per Bi-level Ramp, complete. Option: Enter "\$0.00" to perform at no
5762 charge.

5763 **ITEM 237 - PORTABLE RAMPS AT DESTINATION (PRD)**

5764 1. When requested by consignee, a TSP will provide one or more portable ramps at
5765 destination to make transition from end of a string of flat cars to ground. Charge:

5766 a. PRD (1) \$ ___ per Ramp. Option: Enter "\$0.00" to perform at no charge.

5767 b. PRD (2) \$ ___ per Bi-level Ramp, complete. Option: Enter "\$0.00" to perform at no
5768 charge.

5769 **ITEM 239 - RELEASE VALUE RATES**

5770 1. For specific information regarding release value rates, see Section A, IV, Completing a
5771 SDDC 364-R Tender, in this publication, which shall be considered as fully incorporated
5772 within this item.

5773 **ITEM 241 - RETURN OF EMPTY CONTAINERS AND/OR PALLETS**
5774 **(RMC)**

5775 1. Line haul rates in TSP tenders may include the return of empty containers and/or pallets,
5776 (RMC), subject to the following conditions:

5777 a. Not less than two inbound shipping documents shall be provided to an inbound TSP
5778 with a BL covering a return movement.

5779 b. The BL governing the return shipment of empty containers and/or pallets will indicate
5780 which car(s) contains empty containers and/or pallets.

5781 c. Charges for stop-off in transit, reconsignment or diversion will not be permitted on
5782 return movements of empty containers and/or pallets (RMC).

5783 2. For more specific information concerning tendering a rate for services for RMC, a TSP
5784 will refer to Section A, IV, Completing a SDDC 364-R Tender, for instructions. Option:
5785 Enter "\$0.00" to perform at no charge.

5786 ITEM 243 - SECURE AND RELEASE LOADS (UBL)

5787 1. A TSP shall provide proper blocking, bracing and tie-down devices upon request by
 5788 shipper or receiver, and shall comply with industry standard, as referenced in SDDC
 5789 Transportation Engineering Agency (TEA) Pamphlet 55-19 and AAR Open Top Loading
 5790 Rule, and as otherwise required by federal safety regulations.

5791 a. UBL (1) Secure chain tiedown loads, including supplying missing shackles and rings.

5792 b. UBL (2) Secure non-chain tie-down loads, including supplying all locking and bracing
 5793 materials.

5794 c. UBL (3) Releasing chain tie-down loads, including stowing chains so they do not get
 5795 run over or fall outside of car.

5796 d. UBL (4) Releasing non-chain tie-down loads, including removing all blocking and
 5797 bracing materials.

5798 2. Charges:

5799 a. Charge: UBL (1) \$ _____ per car. Option: Enter "\$0.00" to perform at no charge.

5800 b. Charge: UBL (2) \$ _____ per Car. Option: Enter "\$0.00" to perform at no charge.

5801 c. Charge: UBL (3) \$ _____ per Car. Option: Enter "\$0.00" to perform at no charge.

5802 ITEM 245 - TECHNICAL ASSISTANCE FOR LOADING RAILCARS
5803 (RDH)

5804 1. When requested by a shipper, a TSP may furnish an adviser/instructor who provides
 5805 technical assistance for loading railcars (RDH) by training government personnel
 5806 regarding the proper/correct procedures according to federal regulations concerning
 5807 loading and/or securing freight onto railcars. Under this item, the advisor/instructor shall
 5808 not perform any other physical function involving loading/unloading freight on railcars.

5809 a. Charge: RDH (1) \$ _____ per car. Option: Enter "\$0.00" to perform at no charge.

5810 ITEM 246 – TSP TO UNBLOCK, UNBRACE AND /OR UNTIE (TER)

5811 1. When requested by the shipper , line haul rates submitted in a rail tender for vehicles and
 5812 military tractor tanks shall include unblocking, unbracing, and/or removal of tie down on
 5813 railcars.

5814 2. Charge: TER (1) \$ _____ Per Car. Option: Enter "\$0.00" to perform at no charge.

5815 ITEM 247 - WEIGHT ALLOWANCES

5816 1. The term "dunnage" includes any items commonly referred to as temporary blocking,
 5817 flooring, lining, racks, standards, strips, stakes or similar bracing or supports that are not
 5818 part of a shipping package, container or conveyance.

5819 a. Gross weight of shipments and actual dunnage weight shall be stated separately.

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- 5820 b. Shipments that are loaded in closed or open rail cars (other than shipments in ISO
5821 containers, trailers or containers) shall be provided an allowance for the actual weight
5822 of dunnage, which shall not to exceed 2,000 pounds per car in the shipment.
- 5823 c. Shipments that are loaded in ISO containers or trailers/containers on flat cars
5824 (TOFC/COFC) shall be provided an allowance for the actual weight of dunnage,
5825 which shall not to exceed 500 pounds per ISO containers, trailer, or container.
- 5826 d. Any actual weight of dunnage that exceeds the maximum limitations set forth in
5827 paragraphs 1b and 1c above shall be assessed for the weight of the dunnage at the cost
5828 of transporting the cargo. If a mixed shipment is involved, the actual weight of any
5829 excess dunnage shall be assessed at rates applicable to lowest rated article in the
5830 shipment.
- 5831 e. In no event shall any allowance be made for dunnage used in connection with bulk
5832 freight in closed cars at rates applicable to the article being transported.
- 5833 2. The term “pallets” as used in this item shall include items commonly referred to as pallet
5834 sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards,
5835 metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or
5836 iron and wood combined.
- 5837 a. Gross weight of shipments and actual pallet weight must be stated separately.
- 5838 b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO
5839 containers, trailers or containers) shall be provided an allowance for the actual weight
5840 of pallets, which shall not exceed 2,000 pounds per car in the shipment.
- 5841 c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC)
5842 shall be provided a weight allowance for the actual weight of the pallets, which shall
5843 not exceed 800 pounds per ISO containers, trailer or container, and which shall be
5844 also subject to a maximum weight allowance of 2,000 pounds per car for the
5845 shipment.
- 5846 d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b
5847 and 2c above shall be assessed at the rates applicable to article being transported. For
5848 mixed shipments, the excess weight shall be assessed at rates applicable to lowest
5849 rated article in shipment.
- 5850 e. When material that is not part of the pallet is utilized to protect the top of lading or to
5851 otherwise secure the load of the pallet, an allowance shall be made for weight of the
5852 pallet but not for the weight of the material.
- 5853 3. The term “pallets” as used in this item shall include items commonly referred to as pallet
5854 sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards,
5855 metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or
5856 iron and wood combined.
- 5857 a. Gross weight of shipments and actual pallet weight must be stated separately.

- 5858 b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO
5859 containers, trailers or containers) shall be provided an allowance for the actual weight
5860 of pallets, which shall not exceed 2,000 pounds per car in the shipment.
- 5861 c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC)
5862 shall be provided a weight allowance for the actual weight of the pallets, which shall
5863 not exceed 800 pounds per ISO containers, trailer or container, and which shall be
5864 also subject to a maximum weight allowance of 2,000 pounds per car for the
5865 shipment.
- 5866 d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b
5867 and 2c above shall be assessed at the rates applicable to article being transported. For
5868 mixed shipments, the excess weight shall be assessed at rates applicable to lowest
5869 rated article in shipment.
- 5870 e. When material that is not part of the pallet is utilized to protect the top of lading or to
5871 otherwise secure the load of the pallet, an allowance shall be made for weight of the
5872 pallet but not for the weight of the material.

5873 **III. TRAILER-ON-FLATCAR (TOFC) AND CONTAINER-ON-**
5874 **FLATCAR (COFC) RULES**

- 5875 1. The rules provided in this part shall apply to the rail movement of loaded or empty
5876 trailers/containers. Other rules set forth in other parts of this publication shall also apply
5877 when applicable. These rules will also apply to containers without chassis that are
5878 moving in COFC service, where a TSP maintains lift on/lift off facilities at both origin
5879 and destination unless prior arrangements have been made to utilize lift on/lift off at
5880 facilities other than those of TSP performing the line-haul service.

5881 **ITEM 249 - CUSTOMS OR IN BOND FREIGHT**

- 5882 1. A TSP may charge for those Customs or In-Bound Freight fees that have been actually
5883 incurred for customs or in-bond clearance of a shipment, subject to the provisions of this
5884 publication.
- 5885 2. Any shipment that is detained or held in TSP possession in order to comply with customs
5886 or in-bond clearance requirements may be subject to charges listed in Detention of
5887 Vehicles, Item 253 (pg. 176), in this section, Storage of Vehicles, Item 283 (pg. 178), in
5888 this section. For the purposes of this section, the term “vehicle” is defined as a trailer on
5889 flat car (TOFC) or COFC (Container on Flat Car).
- 5890 3. When applying the storage rules and related charges in connection with a shipment, TSP
5891 shall be required to immediately notify the Deputy Collector of Customs that shipment is
5892 available for customs inspection, and such notification shall be interpreted as representing
5893 shipment delivery for the purpose of storage charges only.
- 5894 4. A TSP may not charge Customs or In-Bound Freight fees from foreign countries where
5895 DoD has existing agreements for duty-free entry of military cargo for U.S. visiting or
5896 permanently assigned forces. If necessary, DoD personnel will complete all

5897 documentation associated with clearing foreign customs and provide copies to TSP upon
 5898 request.

5899 **ITEM 251 - DETENTION OF VEHICLES (DTB)**

5900 1. Detention of Vehicles (DTB) shall apply where trailers/containers that are railroad owned
 5901 or railroad-leased are delayed at a shipper/consignee location or at ramp awaiting pickup
 5902 by shipper/consignee, to the following conditions:

5903 a. Arrival notification must be provided to the consignee during normal operating hours.

5904 b. In no event shall less than 48-hours free time be permitted per vehicle. Where a
 5905 number of railroad-owned or railroad-leased vehicles are made available by a TSP on
 5906 the same date, the free time permitted shall be governed under the table below. If a
 5907 shipper/consignee is unable to load/unload all vehicles within the free time allotted,
 5908 chargeable time shall begin on the next 11:59 PM after termination of that free time
 5909 terminates, excluding Saturday, Sunday, and Holidays. No other provision for the
 5910 adjustment of free time due to bunching of railroad-owned or railroad-leased cars
 5911 shall be permitted.

Time	Number of Vehicles
48 hours	1-16
72 hours	17-24
96 hours	25-32
120 hours	33 and over

5912 c. The Government shall be allowed free time to perform loading/unloading functions at
 5913 a normal rate when cars are bunched and placed for loading/unloading, when the
 5914 number of cars exceeds the number of railcars ordered or received daily due to the
 5915 TSP's delay in completing or processing orders, an act or omission or neglect of a
 5916 TSP that directly leads to the bunching of rail cars or weather interference.
 5917

5918 d. Computing time for charges.

5919 i. Door-to-Door Service. Computation of time will terminate when a shipper
 5920 acknowledges that the railroad vehicle is loaded and ready for movement or
 5921 when consignee acknowledges that the railroad vehicle is unloaded and ready
 5922 for movement.

5923 ii. Ramp-to-Ramp Service. Computation of time will terminate when:

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- 5924 (20). An empty vehicle is delivered to the TSP.
- 5925 (21). A loaded vehicle with billing instructions is delivered to the TSP.
- 5926 (22). Forwarding instructions are given to the TSP with proper billing
5927 instructions.
- 5928 e. Detention Charges.
- 5929 i. Where a railroad-owned or railroad-leased trailer or container is detained
5930 beyond the allowable free time, the following charges shall apply:
- 5931 (23). For each of the first four, 24-hour periods or fraction after
5932 expiration of
- 5933 free time, DTB (1) \$ _____ per vehicle.
- 5934 (24). For each of the next two, 24-hour periods or fraction after
5935 expiration of
- 5936 free time, DTB (2) \$ _____ per vehicle.
- 5937 (25). For each succeeding 24-hour period or fraction after expiration of
5938 free time, DTB (3) \$ _____ per vehicle.
- 5939 ii. When a TSP is requested to perform origin/destination terminal services, and
5940 the TSP's tractor and/or the TSP's employee remains with the vehicle at a
5941 shipper/consignee location, the following rules concerning delay or detention
5942 of the TSP vehicle will apply:
- 5943 (26). Four hours free time shall be allowed for loading/unloading of
5944 vehicle.
- 5945 (27). Time is computed within normal operating hours at
5946 origin/destination, except when TSP is permitted by the shipper/consignee
5947 to work past this period. If the TSP is unable to complete
5948 loading/unloading within the allowed free time by the end of business day,
5949 free time will resume at the beginning of the next business day or when
5950 TSP actually begins work.
- 5951 (28). When loading/unloading of vehicle is delayed beyond allowable
5952 free time, a charge of DTB (4) \$ _____ per hour or fraction will apply
5953 for delay beyond allowable free time until the vehicle is released by
5954 shipper/consignee.
- 5955 2. In circumstances where a vehicle is unloaded, and then immediately reloaded at the same
5956 location, each transaction shall be treated separately. Free time for loading shall begin
5957 when free time for unloading ends.
- 5958 3. If a TSP is unable to load, unload, receive or dispatch to a railroad because of a strike, the
5959 following rules will apply:
- 5960 a. Time beginning from the first 12:01 AM after interference begins until first 12:00 AM
5961 after interference ends shall be excluded from computing time and charges.

5962 b. Detention before and after interference shall be consolidated.

5963 4. Free time and demurrage shall be computed in accordance with applicable provisions
 5964 provided in this publication. Demurrage charges shall be in addition to applicable vehicle
 5965 detention charges. Certain DoD installations have specific agreements for storing and
 5966 relocating TSP equipment for loading, unloading and/or detention charges, and those
 5967 agreements shall supersede the provisions of any inconsistency that might exist within the
 5968 provisions set forth herein.

5969 **ITEM 253 - EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)**

5970 1. See Section B, Item 31 (pg. 106) in this publication for Exclusive Use of Trailer or
 5971 Dromedary service.

5972 **ITEM 255 - FURNISHING CHASSIS FOR COFC SHIPMENTS (FCS)**

5973 1. A TSP will not supply chassis or other equipment for pickup or delivery of containers at a
 5974 TSP ramp at origin to a TSP ramp at destination, except as follows:

5975 a. A TSP providing line-haul service may furnish chassis or other equipment at a charge
 5976 of FCS (1) \$ _____ per shipment.

5977 2. Unless otherwise arranged between the shipper/consignee and the TSP, chassis or other
 5978 equipment furnished must be returned to the point where received and to the TSP from
 5979 which received.

5980 3. The equipment furnished by a TSP may be rejected by a shipper/consignee if the
 5981 shipper/consignee considers the equipment unfit for transport. Rejected equipment will
 5982 not be subject to charges for Vehicle Furnished But Not Used, Item 287 (pg. 179), in this
 5983 section.

5984 4. This item applies only under TOFC Plans where a TSP is required to furnish vehicles.

5985 **ITEM 259 - HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY**
 5986 **ADJACENT TO VEHICLE (HHB)**

5987 1. For HHB service, see Item 49 (pg. 111) in the Section B of this publication.

5988 **ITEM 261 - INTERMODAL SHIPMENTS (IMS)**

5989 1. This item describes provisions a TSP will follow when computing charges for intermodal
 5990 shipments (IMS). See Appendix D, Definitions (pg. 253), for more information on
 5991 intermodal shipments. Intermodal shipments shall be subject to additional charges shown
 5992 below:

5993 a. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (1)
 5994 \$ _____ each.

5995 b. Tracked vehicles and equipment weighing 50,000 pounds or more: IMS (2) \$ _____
 5996 each.

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- 5997 c. Trailers or containers with chassis: IMS (3) \$ _____ each.
- 5998 d. Containers without chassis: IMS (4) \$ _____ each
- 5999 e. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (5) \$ _____
6000 each requiring DDP or PSS service and SNS service. Only SDDC approved AA&E
6001 motor TSP shall be utilized.
- 6002 f. Tracked vehicles and equipment weighing more than 50,000 pounds: IMS (6)
6003 \$ _____ each requiring DDP or PSS service and SNS service. Only SDDC
6004 approved AA&E motor TSP shall be utilized.
- 6005 2. When a TSP furnishes a vehicle upon request of a shipper, and shipper subsequently
6006 cancels loading of that vehicle, a TSP shall be entitled to charges indicated in Vehicles
6007 Furnished But Not Used, Item 287 (pg. 179), in this part.
- 6008 3. When shipper actions directly result in delay of TSP equipment, a TSP shall be entitled to
6009 charges as indicated in Detention of Vehicles, Item 253 (pg. 176), in this section.
- 6010 4. A TSP will not trip lease any shipments that requires DTTS Satellite Monitoring, TPS, or
6011 any shipment where the BL is annotated with the phrase “Trip-Lease Not Authorized.”
- 6012 5. When a TSP issues a tender rate from origin to destination and intermodal service is
6013 required, the issuing TSP maintains responsibility and liability for entire movement until
6014 delivered at final destination. For purposes of this publication the term “intermodal
6015 service” can be used interchangeably with “multi-modal service” and shall include the
6016 water or motor portion.

6017 **ITEM 263 - PICKUP/DELIVERY ON SATURDAY (SAT), SUNDAY OR**
6018 **HOLIDAYS (HOL), OR NORMAL BUSINESS DAYS BEFORE OR**
6019 **AFTER NORMAL OPERATING HOURS (PUD)**

- 6020 1. Pickup and delivery on Saturday, Sunday, or Holidays charges, see Section B, Item 55 (pg.
6021 112) in this publication.

6022 **ITEM 265 - PICKUP AND DELIVERY AT PIERS AND WHARVES**

- 6023 1. Lawful charges incurred by the TSP at piers and wharves for pickup and delivery shall be
6024 advanced by the TSP for collection from DoD IAW this publication.
- 6025 2. This item shall apply only under TOFC Plans where the TSP provides pickup and delivery
6026 service.

6027 **ITEM 267 - NOTIFICATION OF VEHICLE ARRIVAL FOR LOADING**
6028 **OR UNLOADING**

- 6029 1. A TSP shall at all times coordinate with sufficient advance notice to the receiving facility
6030 to ensure timely loading/offloading of DoD cargo.

6031 **ITEM 269 - PRELODGING (PRL)**

6032 1. For prelodging services, see Section B, Item 57 (pg. 112) in this publication.

6033 **ITEM 271 - REDELIVERY (RCL)**

6034 1. For RCL charges, see Section B, Item 63 (pg. 113) in this publication.

6035 **ITEM 273 - RELOCATION OF VEHICLE (RLS) (Applies only to trailers**
 6036 **dropped for loading/unloading)**

6037 1. For RLS charges, see Section B, Item 67 (pg. 114) in this publication.

6038 **ITEM 277 - SEALING OF VEHICLES**

6039 1. For sealing of vehicles, see Section B, Item 13 (pg. 98) in this publication.

6040 **ITEM 279 - SPLIT PICK UP (SPU) OR DELIVERY (SDL)**

6041 1. For SDL, see Item 71 (pg. 115) and for SPU, see Item 73 (pg. 115) in Section B, Part II in
 6042 this publication.

6043 **ITEM 281 - STORAGE OF VEHICLES (SVS)**

6044 1. This item sets forth mandatory requirements applicable to TSP when computing charges
 6045 for storage of vehicles (SVS).

6046 a. For vehicle(s) stored in or on the premises of the railroad that are held for delivery or
 6047 any other reason directly attributable to acts of the consignee, the consignee shall be
 6048 allowed 48 hours free time at destination or at an intermediate stop off point, to
 6049 remove vehicle(s) from railroad premises or order that the vehicle(s) be delivered.

6050 b. Vehicle(s) held on railroad premises at origin without billing instructions shall be
 6051 allowed 48 hours free time to tender the vehicle(s) for shipment.

6052 c. Free time shall be computed from first 12:01 AM following notification that vehicle(s)
 6053 is available, excluding Saturday, Sunday and holidays.

6054 d. After free time expires, SVS(1) \$ _____ per vehicle shall be assessed for each 24-
 6055 hour period or fraction, including Saturday, Sunday and holidays, until vehicle(s) is
 6056 removed from railroad premises. SVS shall not apply when detention charges, Item
 6057 253 (pg. 176), in this section, are applicable.

6058 **ITEM 283 - TENDERING OF MULTIPLE VEHICLES (TMV)**

6059 1. This item describes provisions a TSP will follow when computing charges for tendering
 6060 multiple vehicles (TMV).

6061 a. For multiple vehicle shipments, all vehicles must be delivered to TSP ramp within 48
 6062 hours after the first 12:01 AM after tendering the first vehicle, except in
 6063 circumstances where the delay is due to a *force majeure* situation.

- 6064 b. 2. Any portion of multiple vehicle shipment that is received at a TSP ramp later than
6065 48 hours after the first 12:01 A.M. after tender of the first vehicle shall be subject to
6066 an additional charge of TMV (1) \$ _____ for each 24 hour period in excess of 48
6067 hours occurring before tendering of the final vehicle at TSP ramp. Free time will
6068 exclude Saturday, Sunday, and holidays.

6069 **ITEM 285 - VEHICLES FURNISHED BUT NOT USED (VFN)**

- 6070 1. For VFN charges, see Section B, Item 77 (pg. 116) in this publication.

6071 **IV. TRANSPORTATION PROTECTIVE SERVICE FOR RAIL**

- 6072 1. This part describes requirements a TSP will follow when providing Transportation
6073 Protective Service (TPS) for the rail transportation of DoD sensitive Arms, Ammunition
6074 and Explosives (AA&E), classified (SECRET and Confidential), and controlled
6075 cryptographic and other sensitive items. Rules contained in this part are mandatory as a
6076 condition to continue as a SDDC approved TSP.

6077 **ITEM 287 - GREATER SECURITY SERVICE (GSS)**

- 6078 1. Greater Security Service (GSS) is a TPS that provides a basic level of security for a
6079 shipment. GSS requires seal tracing and inspection service for rail movement of
6080 unclassified sensitive cargo, including but not limited to, stripped M-1 Abrams, Strykers,
6081 Avengers, and Bradleys. GSS shall include the following:
- 6082 a. TSP personnel shall inspect and record rail cars located at major terminals for evidence
6083 of forced entry or tampering with seals or securing devices. TSP electronic logs of
6084 train reporting and inspections may be used in lieu of a dedicated inspection
6085 document provided electronic logs contain all required data fields. At a minimum,
6086 the following information shall be included in all TSP inspection record:
- 6087 i. Name of TSP reporting.
- 6088 ii. Time of inspection.
- 6089 iii. Actual arrival time at terminal.
- 6090 iv. Actual departure time from terminal.
- 6091 b. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the
6092 TSP will immediately notify SDDC DTTS at contact number listed in Section A,
6093 VIII, Table 1 (pg. 88).
- 6094 2. GSS will not be provided unless specifically requested by the shipper. If GSS is requested
6095 for only some of the railcars involved in the shipment, reporting marks and the number of
6096 each railcar requiring inspection shall be listed.
- 6097 3. At any time, SDDC may request to review or receive copies of any written documentation
6098 required above. The TSP is required to maintain all written documentation for a period of
6099 three years.

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- 6100 4. A TSP will provide GSS on shipments of single or multiple carloads moving on the same
6101 train at a charge of GSS \$ _____ per car. Charges shall be in addition to other charges
6102 for transportation of shipments requiring this service.
- 6103 5. SRC III or IV and Uncategorized Hazard Class/Division 1.1, 1.2 and 1.3 AA&E requires
6104 that an upper-rail locking device located above the railcar door be utilized in addition to
6105 the serialized security seal attached to the door closure hasp.

6106 **ITEM 289 - RAIL INSPECTION SERVICE (RIS)**

- 6107 1. Rail Inspection Service (RIS) is a TPS, and the second highest level of security for rail
6108 movements. RIS is required for the movement of M1 armor/tanks (Abrams), Strykers,
6109 MRAPs, Bradleys, Avengers, or other ground vehicles with sensitive armor, AA&E and
6110 Night Vision Goggles. With component headquarters' authorization, RIS may also be
6111 required for uncategorized AA&E. RIS is considered optional for unit/wheeled vehicles
6112 and other sensitive and pilferable items such as high value communications and
6113 electronics.
- 6114 2. RIS will not be provided unless requested by the shipper. If RIS is requested for only some
6115 railcars being shipped, reporting marks and numbers of each car requiring inspection
6116 shall be listed.
- 6117 3. Inspectors who perform the inspection portion of this service shall be either railroad police
6118 officers or other railroad or intermodal terminal employees who have been specifically
6119 trained to inspect rail cars. Inspectors shall be fully aware of the sensitivity of material
6120 moving under RIS, and knowledgeable about all necessary safety, security and
6121 emergency procedures. Contract personnel may be used to conduct inspections but will
6122 meet the same criteria as TSP personnel.
- 6123 4. Requirements for RIS shipments:
- 6124 a. Inspections shall be required:
- 6125 i. At initial, intermediate, and final terminals upon arrival and until departure
6126 except while cars are on an inside track at terminal under a TSP's continuous
6127 observation.
- 6128 ii. At junctions and interchange points where cars are left at rest.
- 6129 iii. While the shipment is in transit, when the cars are expected to be stopped for
6130 90 minutes or more (the first inspection shall take place at the 90-minute
6131 mark).
- 6132 iv. At destination until such time as the consignee takes physical possession or
6133 otherwise agrees to accept responsibility for security.
- 6134 b. Inspection of each car within one hour at required inspections locations and re-
6135 inspections every hour until the inspection requirement terminates under these
6136 provisions.

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- 6137 c. Every hourly inspection shall be fully documented and comply with the inspection
6138 document requirements set forth below. Inspection reports shall be available for
6139 review within 24 hours of inspection completion.
- 6140 d. Documentation of all inspections will include the following information.
- 6141 i. Name of TSP reporting.
- 6142 ii. Name of inspector and his/her signature or electronic log documenting train
6143 events and inspections.
- 6144 iii. Time of each inspection or acceptance for continuous observation.
- 6145 iv. Actual arrival time at terminal.
- 6146 v. Actual departure time from terminal.
- 6147 vi. Condition of conveyance(s) and seals/locking devices.
- 6148 e. Where feasible, RIS shipments held at terminals shall be placed in well-lighted areas,
6149 on an inside track, near the tower, and/or otherwise under the continuous observation
6150 of railroad employees.
- 6151 f. Any accident, incident, or potential threat shall be reported immediately to appropriate
6152 emergency personnel and SDDC DTTS at the contact number listed in Section A,
6153 VIII, Table 1 (pg. 88).
- 6154 g. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the
6155 TSP will immediately notify SDDC DTTS at the contact number listed in Section A,
6156 VIII, Table 1 (pg. 88).
- 6157 h. Inspectors shall also be responsible for inspecting container seals/locks. If any
6158 seal/lock is found broken, they shall be resealed immediately with the same or an
6159 equivalent security device. Broken seals/locks or other security problems with
6160 containers shall be reported immediately to SDDC DTTS at the contact number listed
6161 in Section A, VIII, Table 1 (pg. 88).
- 6162 5. For all vehicles, inspectors are also responsible to inspect from the ground (unless
6163 exceptions are noted) the following:
- 6164 a. Securement of vehicles to rail car.
- 6165 b. Broken windows, pilferage, theft, vandalism or other serious damage.
- 6166 c. Securement (locked and sealed, or welded shut) of vehicle openings such as driver's
6167 hatch and loading hatch).
- 6168 d. Seals, locking devices and exterior integrity of equipment boxes and nested container
6169 loads.
- 6170 6. For M1 Abrams Tanks and Strykers, inspectors are responsible for inspecting from the
6171 ground (unless exceptions are noted):

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

- 6172 a. Verify all chains (and cables when employed) are taut and equipment is secured
6173 against movement.
- 6174 b. Visual inspection of tank to include skirt and/or other detachable armor noting loose
6175 and/or missing components.
- 6176 c. Securement (locked and sealed, or welded shut) of vehicle openings.
- 6177 d. Seals, locking devices and exterior integrity of equipment boxes.
- 6178 e. Missing armor that is found by Railroad personnel shall be placed under continuous
6179 guard until military personnel take possession.
- 6180 f. For information on the security classification guide for M1 Abrams Tanks, call 586-
6181 574-8200.
- 6182 7. SDDC may request to review or receive copies of all required written documentation at
6183 any time. A TSP will maintain all required documentation for a period of three years.
- 6184 8. Charges: When requested by the shipper, a TSP will provide RIS on shipments for all cars
6185 in the same train at a charge of RIS (1) \$ _____ per highway mile or a flat charge of
6186 RIS (2) \$ _____. Charges will apply from origin to destination, and are in addition to
6187 other charges for transportation. TSP(s) will provide RIS on specified cars at a charge of
6188 RIS (3) \$ _____ per car.

6189 **ITEM 291 - RAIL ARMED GUARD SURVEILLANCE SERVICE (ARG)**

- 6190 1. Rail Armed Guard Surveillance Service (ARG) is the third or highest level of TPS for rail.
6191 ARG provides one armed guard to maintain constant 24-hour surveillance on DoD
6192 shipments that consist of one or more rail cars in the same train. ARG consists of the
6193 following:
- 6194 a. Rail Inspection Service (RIS) as specified in Item 289 above.
- 6195 b. Continuous surveillance by an armed guard while in transit and during all stops,
6196 whether in yards, terminals, or while in trains. Guards will not leave the shipment
6197 until properly relieved by another guard or consignee at destination. All security
6198 seals and/or locks shall be checked at all stops and documented using the format
6199 below.
- 6200 c. Inspection of refrigeration/heating units of temperature controlled cars, trailers or
6201 containers at least twice during each 24-hour period. Inspections shall be at least 10
6202 hours apart or as directed on the BL. Immediately following each required inspection,
6203 authorized TSP representatives will make a report by telephone to the consignee and
6204 SDDC, furnishing the information called for in the sample format shown below. Cost
6205 of telephone calls to other than the toll free numbers will not be paid for by DoD.
- 6206 d. Surveillance while in transit may be provided by the guard riding the train or in a
6207 motor vehicle that parallels the train. ARG surveillance shall be the guard's only
6208 assigned duty.

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6209 e. Armed guards may be railroad police, contract security personnel who are trained to
6210 the railroad’s requirements with respect to security and rail operations, or a mix of the
6211 two.

6212 2. ARG will not be provided unless requested by the shipper. Reporting marks and numbers
6213 of each car requiring the inspection shall be listed.

6214 3. If evidence of forced entry, vandalism, sabotage or tampering with seals exist, the TSP
6215 will immediately notify POC listed in Section A, VIII, Table 1 (pg. 88).

6216 4. A TSP will provide ARG on shipments of single car loads or shipments of multiple car
6217 loads in the same train at a charge of ARG (1) \$_____ per highway mile or a flat
6218 charge of ARG (2) \$_____. Charges apply from origin to destination, and are in
6219 addition to other charges for transportation. In Section F-1 of the tender, TSP will
6220 complete either ARG (1) or ARG (2), but not both.

6221 5. Information to be furnished per instructions in paragraph 1b above:

6222 i. Person and TSP reporting:_____

6223 ii. City or place of inspection:_____

6224 iii. Local arrival time at checkpoint:_____

6225 iv. Local time inspection was performed:_____

6226 v. Interior temperature of the equipment:_____

6227 vi. Approximate outside temperature:_____

6228 vii. Government seals intact: Yes [] No []

6229 viii. Replaced by seal number:_____

6230 ix. Was temperature modification unit (air conditioner/heater) operating at the
6231 time inspection was made: Yes [] No []

6232 x. Arrangement made for repair:_____

6233 xi. Entries made on log attached to equipment: Yes [] No []

6234 xii. Estimated or actual time of departure from checkpoint:_____

6235 xiii. Estimated time of arrival at next checkpoint or destination:_____

6236 6. SDDC may request to review or receive copies of the written documentation required
6237 above. The TSP will maintain all required documentation for a period of three years.

6238 **V. RULES ON TRANSPORTATION OF ARMS, AMMUNITION**
6239 **AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS**

6240 1. The rules and regulations provided in this part are applicable to transportation of
6241 HAZMAT as defined in 49 CFR, Part 172.101 as well as materials not specifically
6242 defined as HAZMAT per 49 CFR, Part 172.101, but are of a nature and character as to

6243 merit an extra measure of protection while in transit. Transportation of SRC I AA&E by
 6244 rail is prohibited. TSP requirements provided in this part shall be followed in order to
 6245 remain SDDC approved to transport DoD freight.

6246 **ITEM 293 - ARRIVAL DURING OTHER THAN NORMAL OPERATING**
 6247 **HOURS**

6248 1. TSP will provide advance notification to consignee if arrival is expected to occur after
 6249 normal operating hours. The TSP will retain custody of shipment until delivery.

6250 **ITEM 295 - DRAYAGE**

6251 1. Drayage of shipments of AA&E (Class 1), inhalation hazard poisons (Divisions 2.3 and
 6252 6.1), or radioactive yellow - III label materials moving in rail TOFC/COFC/Intermodal
 6253 service shall be tendered only to qualified motor TSP who are authorized by SDDC.

6254 **ITEM 297 - EXPLOSIVES AND OTHER HAZARDOUS MATERIALS**

6255 1. Explosives and other hazardous material shall be transported in compliance with
 6256 regulations published in 49 CFR and DoD 4500.9R, Part II. TSP are advised that interim
 6257 notices of final rules that affect the CFR are published in the Federal Register. Interim
 6258 changes to the Bureau of Explosives (BOE) are published as supplements to the basic
 6259 publication. Special DoD requirements related to rail transport of ammunition,
 6260 explosives, sensitive materials, radioactive materials, other hazardous materials and
 6261 substances, and hazardous waste are provided in this section.

6262 **ITEM 299 - INSPECTION AND LOADING OF RAIL CARS/VEHICLES**

6263 1. A TSP will ensure each empty rail car used to transport AA&E and other dangerous
 6264 articles is inspected prior to loading to ensure compliance with 49 CFR Parts 174.104
 6265 and 174.81. A TSP-provided three-part Car Certificate shall be used to inspect rail cars
 6266 used for shipping Class 1 (Divisions 1.1, and 1.2) Explosives in accordance with 49 CFR
 6267 174.104.

6268 2. All shipments must be loaded and placarded according to 49 CFR Part 172 standards.

6269 3. Rail cars must be properly sealed. Consult DoD 4500.9-R, Chapter 205, for a description
 6270 of approved DoD security seals.

6271 4. For the motor portion of a rail TOFC/COFC, see Section B, Item 11 (pg. 98) in this
 6272 publication.

6273 **VI. SPECIAL RAIL SERVICE RULES**

6274 1. Rules in this part provide requirements for unique services that may be requested by a
 6275 shipper/consignee from a TSP. TSPs that agree to provide these special services will
 6276 adhere to the following applicable requirements in order to continue as a SDDC approved
 6277 TSP of DoD freight.

6278 **ITEM 301 - ATTENDANTS ACCOMPANYING GOVERNMENT**
 6279 **SHIPMENTS (AAS)**

- 6280 1. TSP will permit DoD personnel, including contractors, to accompany government
 6281 shipments (AAS) on freight trains. TSP will review the official travel orders of DoD
 6282 personnel prior to permitting them on freight trains. One-way service charge of AAS (1)
 6283 \$ _____ per highway mile per person will apply, subject to a maximum charge of AAS
 6284 (2) \$ _____ per person, from origin to destination. Charges will apply to any
 6285 single/joint-line route authorized by TSP tender.
- 6286 2. TSPs are not required to stop or start trains or furnish light for the accommodation or
 6287 safety of personnel.
- 6288 3. For shipments falling within this item, the BL will contain the following information:
 6289 a. Number of persons accompanying shipment.
 6290 b. Person in charge.
 6291 c. Points between which they will accompany shipment.
- 6292 4. TSP will not be held liable for claims, liabilities or demands of any DoD personnel
 6293 accompanying the shipment, unless any resulting claim or liability is caused directly by
 6294 the negligence of TSP or its employees, which shall include damages or injury to persons
 6295 or property resulting from the movement.

6296 **ITEM 303 - CABOOSE/GUARD CARS FURNISHED (CGC)**

- 6297 1. DoD personnel accompanying freight shipments will either ride in a caboose or guard car,
 6298 which may be furnished by the TSP or by DoD.
- 6299 2. Caboose/guard car furnished by TSP or DoD shall be subject to applicable charges from
 6300 origin to destination. Mileage shall be computed from origin to destination. Charges:
- 6301 a. Each DoD Caboose Occupied: CGC (1) \$ _____ per highway mile
 6302 b. Each TSP Caboose Occupied: CGC (2) \$ _____ per highway mile
 6303 c. Each DoD Guard Car Occupied: CGC (3) \$ _____ per highway mile
 6304 d. Each TSP Guard Car Occupied: CGC (4) \$ _____ per highway mile
- 6305 3. Unoccupied DoD furnished cabooses and/or guard cars shall be returned without charge to
 6306 a designated location. If mileage from destination to a designated location exceeds
 6307 mileage from origin to destination, mileage in excess shall be subject to a charge of
 6308 CGC(5) \$ _____ per highway mile.
- 6309 4. Caboose or guard cars furnished by DoD that are held for the convenience of the TSP on
 6310 railroad property between movements will not be subject to storage or demurrage
 6311 charges.

6312 **ITEM 305 - SPECIAL TRAIN SERVICES (SFT)**

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- 6313 1. Special Train Services (SFT) is a special freight train or a special mixed freight and
6314 passenger train that is operated on a designated Time Definite Service schedule agreed to
6315 by railroad and the TO. Under SFT, the TSP agrees to meet RDD as listed on BL.
- 6316 2. If TSP determines that special train movement is necessary due to exceptional dimensions,
6317 weight or safety, the TSP will notify the TO, who will certify recommendation and
6318 annotate the BL. SFT shall include MTX service.
- 6319 3. SFT charges shall be in addition to other charges for accessorial services provided in TSP
6320 tenders.
- 6321 a. Charges for special train services are as follows:
- 6322 i. SFT (1) \$ _____ per highway mile, subject to a minimum charge of SFT (2)
6323 _____.
- 6324 ii. Apply single or joint-line route authorized by the individual TSP tender with
6325 freight rates assessed on cargo transported. Charges are based on per train per
6326 highway mile.

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**SECTION D – WATER TRANSPORTATION
SERVICE PROVIDER RULES**

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6376 **I. GENERAL WATER TRANSPORTATION SERVICE**
 6377 **PROVIDER INFORMATION**

- 6378 1. This part describes general requirements for a water TSP who transports any DOD freight.
 6379 As a rule, any incident involving DOD cargo shall be reported to the appropriate contact
 6380 listed in Section A, VIII, Emergency Notification Information, Table 1 (pg. 88).

6381 **ITEM 307 - COMBINING BILLS OF LADING**

- 6382 1. BLs for government contract barge shipments or other water TSP shipments cannot be
 6383 combined in the currently authorized Third Party Payment System (TPPS) with any other
 6384 water shipment going to same destination under tug water tow, unless specifically
 6385 approved in advance by SDDC.

6386 **ITEM 309 - COVENANT AGAINST CONTINGENT FEES**

- 6387 1. Under this item, prior to being qualified to perform as a water TSP, the TSP shall warrant
 6388 and affirm that no other entity was used to solicit or otherwise secure its tender or paid a
 6389 commission, percentage, brokerage, or contingent fee. Under this part, TSPs are also
 6390 required to ensure that only bona fide employees or established commercial or selling
 6391 agencies shall be used by a TSP to secure DOD traffic. In the event that a TSP is found to
 6392 breach or otherwise violate this warranty, the Government shall have the immediate
 6393 unilateral right to cancel the tender without liability or, at its discretion, deduct from the
 6394 agreement price or consideration the full amount of that commission, percentage,
 6395 brokerage, or contingent fee. The only exception to this general rule shall be for fuel
 6396 water TSPs, where brokers are permitted to be used.

6397 **ITEM 311 - GAS-FREE CERTIFICATION**

- 6398 1. If a gas-free certificate is required to permit an internal inspection of a water/barge TSP
 6399 prior to loading/unloading/welding, that certification shall be provided by the TSP at no
 6400 cost to DoD. The gas-free certificate shall be used at destination for loading additional
 6401 cargo. At any time, a TSP may be required to provide an entirely new gas-free
 6402 certification to shipper/loader, which shall be provided at no cost to DoD.

6403 **II. GENERAL WATER TRANSPORTATION SERVICE**
 6404 **PROVIDER RULES**

- 6405 1. This part sets forth mandatory requirements for compliance by a water TSP when
 6406 providing rates for services offered to handle, store, or transport any type of DoD freight.
 6407 Rules contained in this part shall be followed in order for water TSP to continue as a
 6408 SDDC approved TSP.
- 6409 2. Application of Domestic Shipyard Preference for Mode O Water Tenders:
 6410
 6411 a. Consideration of overhaul, repair, and maintenance in U.S. shipyards is a requirement
 6412 set forth in Public Law 109-364, § 1017. A methodology for evaluation and award of

SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

6413 tender-based cargo movement on Coastwise and inland waterway “Jones Act” lanes
6414 was approved by the Military Surface Deployment and Distribution Command
6415 (SDDC) Commanding General (CG), and the decision was documented in the SDDC
6416 Memorandum titled, “Establish a Domestic Shipyard Preference Threshold and
6417 Application for Domestic Vessel Evaluation and Award”, dated 14 January 2020.

6418 **b. DoD Shipper Responsibility:** All DoD shippers must evaluate the percent of
6419 overhaul, repair, and maintenance in U.S. shipyards as part of the Mode O water
6420 tender best value determination and award. In accordance with DTR Part II, Cargo
6421 Movement, only the Transportation Officer (TO) can award movement and create a
6422 transportation contract. The TO will select the best value award based on the criteria
6423 defined below:

6424 **i. Threshold & Preference:** All TSPs at or above 50% of overhaul, repairs, and
6425 maintenance in U.S. shipyards will be given a Category 1 preference, and all
6426 TSPs below 50% will be given a Category 2 preference. All Category 1 TSPs
6427 will be given preference over Category 2 TSPs. If there are no TSPs in
6428 Category 1 preference, award will be made to the lowest priced, technically
6429 acceptable TSP with a Category 2 preference.

6430 **Application:**

6431 **2. Negotiated Tenders:** Percent of overhaul, repairs, and maintenance in U.S. shipyards will
6432 be included in the TSP’s bid in the “% Maintenance Completed in US” column of the 349
6433 Report (consolidated bid sheet). The TSPs will be rank ordered by any Category 1
6434 preference TSPs low-to-high cost first, followed by any Category 2 preference TSPs low-
6435 to-high cost.

6436 **3. Voluntary Tenders:** For all TSPs with a Mode O (water) voluntary tender that can meet
6437 the movement requirement being evaluated, DoD shippers must request each TSP’s
6438 percent maintenance (percentage, i.e. - 88.7%) in writing for a best value determination.
6439 Note that these percentages **MUST NOT** be released to any other TSP or non-DoD entity,
6440 but must remain with DoD personnel involved in the movement of cargo. Reference the
6441 “Threshold & Preference” criteria, award preference will be as follows:

6442 **a.** First preference: Category 1, technically acceptable TSPs low-to-high cost.

6443 **b.** Second preference: Category 2, technically acceptable TSPs low-to-high cost.

6444 **4. Spot Bid:** For all TSPs that submit a bid for Mode O water movement, DoD shippers must
6445 request each TSP’s percent maintenance (percentage, i.e. - 88.7%) in writing for a best
6446 value determination. Note that these percentages **MUST NOT** be released to any other
6447 TSP or non-DoD entity, but must remain with DoD personnel involved in the movement
6448 of cargo. Reference the “Threshold & Preference” criteria, award preference will be as
6449 follows:

6450 **a.** First preference: Category 1, technically acceptable TSPs low-to-high cost.

6451 **b.** Second preference: Category 2, technically acceptable TSPs low-to-high cost.

6452 **5. TSP Responsibility.** All TSPs offering to provide Mode O (water) domestic services
 6453 under SDDC tenders must report percentage of vessel overhaul, repair, and maintenance
 6454 performed within U.S. domestic shipyards for consideration. For calculation
 6455 methodology and criteria, as well as where to find a sample Percent of Maintenance
 6456 Worksheet, reference the advisories below. The advisories address implementation of
 6457 domestic shipyard preference into 500000 series negotiated tenders, but the calculation
 6458 will be the same for all domestic tender applications (to include voluntary tenders and
 6459 Spot Bid).

6460 a. Implementation of Domestic Shipyard Preference under 500,000 Series Negotiated
 6461 Tenders CA 20 01 28 0012

6462 b. Implementation of Domestic Shipyard Preference under 500000 Series Negotiated
 6463 Tenders CA 20 01 28 0012 Update 1

6464 **ITEM 313 - CARGO BLANKETING**

6465 1. TSP shall be responsible for furnishing inert gas and shall be liable for any harmful effect
 6466 on cargo when blanketing cargo. Time used to blanket cargo shall not be deemed as
 6467 Freetime/Laytime.

6468 **ITEM 315 - DEMURRAGE (DEM)**

6469 1. A TSP shall enter in Section F-2 of the tender the following as free time allowed to enable
 6470 a shipper and/or consignee to load/unload in barge. This free time will include removal of
 6471 all dunnage, debris, and any special gear necessary to secure cargo in/on the barge.
 6472 Demurrage charges shall not exceed eight hours per 24-hour period:

6473 i. DEM(1) ___ hour(s) to load

6474 ii. DEM(2) ___ hour(s) to unload

6475 Bulk-liquid TSP will enter:

6476 iii. DEM(3) ___ Barrels Hours(s) to load

6477 iv. DEM(4) ___ Barrels Hour(s) to unload

6478 2. For Laytime (prorated to the nearest hour) in excess of allowed free time to load or unload,
 6479 demurrage charges shall be forth in the tender as follows:

6480 a. DEM(5) \$ ___ per hour (not to exceed 8 hours per 24 hour period)

6481 3. For shipments that involve the Return Shipment of a Retained Product, Item 349 (pg. 199),
 6482 in this section, shall apply.

6483 4. TSP will invoice DoD Installations and facilities via an e-Bill in the Third Party Payment
 6484 System (TPPS). TSP will maintain the following supporting documentation:

6485 a. DD 250-1 (Notice of Readiness)

6486 b. Notification of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA).

- 6487 c. Vessel logs.
- 6488 d. Revisions to scheduled readiness date.
- 6489 e. Written documentation describing charges billed and incurred by installation or
- 6490 facility.

6491 **ITEM 317 - EQUIPMENT**

- 6492 1. TSP shall maintain and operate equipment IAW all applicable federal law and regulations,
- 6493 including but not limited to regulations of the U.S. Coast Guard, DoD applicable port and
- 6494 state and local laws. All equipment provided shall meet federal safety regulations, and be
- 6495 necessary and suitable under industry standards to load/unload intended cargo.
- 6496 Equipment tendered by a bulk fuel TSP shall contain permanent gauge point marks and
- 6497 calibration charts, including strapping charts and trim tables. Any tow vessel will have
- 6498 onboard dewatering pumps for emergency purposes.
- 6499 2. If the equipment provided by a TSP is determined by a Government Inspector to be
- 6500 unsuitable for loading/unloading intended cargo, the TSP shall have the option to perform
- 6501 further cleaning or repairs at the TSP sole expense or take appropriate actions to
- 6502 substitute acceptable equipment to meet the scheduled lift date.
- 6503 3. Time used for the following actions will not be considered laytime, Item 323 below:
- 6504 a. Cleaning or repairs.
- 6505 b. Loading delayed during the process of substituting and/or switching equipment.
- 6506 c. Time used in presenting, inspecting or cleaning of rejected equipment.
- 6507 4. A TSP shall be required to reissue Notification of Readiness, as specifically described in
- 6508 Item 327 below, when utilizing cleaned, repaired or replacement equipment.

6509 **ITEM 319 - EQUIPMENT ORDERED BUT NOT USED (VFN)**

- 6510 1. If through no fault of the TSP, DoD cancels an order and equipment has left point of
- 6511 dispatch, the TSP will assess charges for Equipment Ordered But Not Used
- 6512 (VFN)(1)\$_____.
- 6513 2. The TSP has three options for VFN charges to calculate VFN, however, the charge must
- 6514 be the lowest of the three options and shall be on a per movement basis:
- 6515 a. First Option: VFN 1: multiply by twice the number of hours from point of dispatch to
- 6516 point of cancellation.
- 6517 b. Second Option: VFN 1: multiply by number of hours from point of dispatch to next
- 6518 loading point.
- 6519 c. Third Option: Total freight charges for canceled shipment.
- 6520 3. Release of the conveyance can be accomplished by any means within ordinary custom and
- 6521 trade; however, release must be confirmed in writing within one hour of the time of

SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

6522 cancellation. Cancellation shall be confirmed by e-mail and to the dispatcher that the
6523 equipment was ordered from or a government representative designated by the TSP.

6524 4. A TSP will bill DoD installations and facilities via an eBill in the Third Party Payment
6525 System (TPPS). The TSP shall maintain the following supporting documentation:

6526 a. DD 250-1 (Notice of Readiness).

6527 b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA).

6528 c. Vessel logs.

6529 d. Written notice of cancellation.

6530 e. Other records to support the charges.

6531 **ITEM 321 - INSPECTIONS**

6532 1. A TSP shall be solely responsible for arranging for a qualified marine cargo specialist or
6533 surveyor to conduct an inspection of loading, as well as securing any type of water
6534 conveyance for movement. In no event shall DoD assume any cost for this required
6535 inspection. Inspection arrangement shall be coordinated in advance with the
6536 shipper/consignee.

6537 2. Any equipment provided by a TSP is subject to the requirements set forth in Item 317
6538 above, Equipment. In no event shall rejection of defective or equipment that fails to meet
6539 industry standards or federal regulations during an inspection relieve the TSP from
6540 pickup and delivery requirements.

6541 3. The TSP shall comply with all applicable regulations concerning facility and vessel safety,
6542 security regulations and inspection criteria, set forth in 33 CFR, Parts 6, 104-105, 109-
6543 110, 125-126 and 160; and 49 CFR, Part 176. For operations that involve loading and
6544 offloading of Hazard Class 1 AA&E at DoD owned port facilities, TSP shall comply with
6545 safety, security regulations and the inspection criteria associated with DoD 6055.9-STD,
6546 paragraph C9.5 and DoD 5100.76-M, Chapters 6, 7, and Appendix 3.

6547 4. A TSP shall be required to reissue Notification of Readiness, as specifically described in
6548 Item 325 below, when utilizing cleaned, repaired or replacement equipment.

6549 **ITEM 323 - LAYTIME**

6550 1. Laytime starts at Notice of Readiness, except:

6551 a. If a vessel arrives earlier than the agreed readiness date, the scheduled vessel shall be
6552 loaded in its proper turn. Laytime will not begin until a vessel moors alongside, or
6553 12:01 AM local time on the readiness date last agreed upon, whichever occurs first.

6554 b. If a vessel arrives later than 12:00 PM on the day following the last agreed readiness
6555 date, the vessel shall be loaded in its proper turn with other vessels. Laytime will not
6556 begin until a vessel moors alongside.

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- 6557 2. Laytime will continue 24 hours a day, 7 days a week, without interruption from the start of
6558 laytime until the vessel is released by government quality representative. Laytime shall
6559 apply to both loading and discharging operations.
- 6560 3. If any of the circumstances set forth below occur after laytime begins, the TSP will add
6561 time to the basic laytime charges in paragraph 2 above:
- 6562 a. Vessel conditions does not permit loading or unloading. Increased laytime shall
6563 include, but not be limited to: shifting vessel(s) from lay berth, anchorage, or fleeting
6564 area; shifting one water TSP for another during loading or unloading; substituting
6565 and/or switching equipment for cleaning or; other causes beyond control and without
6566 fault or negligence of DoD.
- 6567 b. Delay of vessel reaching its berth due to the act, omission, or negligence of the TSP.
- 6568 c. Rules or standard practices of an owner or operator of a vessel, or the regulations of a
6569 port authority prohibit loading or unloading.
- 6570 d. Undue delay caused by the acts of omissions of a TSP concerning loading/unloading
6571 the vessel, or releasing the vessel for sailing beyond DoD control, absent any
6572 negligence of intentional act of DoD or its product/storage contractor that
6573 proximately causes undue delay.

6574 **ITEM 325 - NOTICE OF READINESS (NOR)**

- 6575 1. A TSP shall submit Notice of Readiness (NOR), DD Form 250-1, prior to performing
6576 loading/unloading, when mooring at dock for acceptance by authorized personnel at the
6577 docking facility. If dock space, product, or personnel are not available and the TSP is
6578 directed to a lay berth, anchorage, or fleeting area, NOR may be tendered to authorized
6579 personnel from that location. When mooring is permitted and dock clearance is given,
6580 the TSP will shift immediately to the assigned berth. In no event shall the time required
6581 for vessel shifting, berthing, or mooring will not be considered as Freetime/Laytime.

6582 **ITEM 327 - NOTIFICATION**

- 6583 1. The TSP will provide notification of at least 48 hours to the port before the estimated time
6584 of arrival (ETA), and continue to provide updates at 24, 12, and 3 hours before ETA. At
6585 least 24 hours before vessel dispatch, the TSP will provide shipper/consignee the name of
6586 vessel(s) nominated and point of dispatch. The TSP will provide updates at least 24-hour
6587 intervals until arrival.
- 6588 2. The TSP will furnish shipper/consignee daily reports notifications until arrival at
6589 destination and confirm these notifications in writing.
- 6590 3. Any TSP claim for demurrage that is submitted for payment without supporting
6591 notification shall be returned unpaid.

6592 **ITEM 329 - PERFORMANCE**

- 6593 1. When authorized, the TSP will proceed to a designated loading point. If the TSP cannot
6594 furnish its equipment on date the vessel was ordered, DoD shall be permitted to substitute

6595 another qualified TSP to furnish proper services. The TSP, upon failing to perform its
 6596 obligations shall be liable for all additional charges DoD incurs in arranging substitute
 6597 services, and in no event will the TSP receive any compensation for that shipment.

6598 **ITEM 331 - PROTECTION AGAINST THE ELEMENTS**

6599 1. At the shipper's request, the TSP agrees to provide proper protection of the cargo from the
 6600 elements, which shall include protection from salt-water intrusion or adverse weather
 6601 conditions.

6602 **ITEM 333 - RELEASE VALUE RATES**

6603 1. Under this item, the provisions of Section A, IV, Completing a SDDC 364-R Tender, set
 6604 forth in this publication shall govern release value rates.

6605 **ITEM 335 - STOWAGE (STO)**

6606 1. A reasonable and safe berth for vessel(s) to remain afloat shall be provided by the DoD
 6607 facility or DoD contractor during loading/unloading. The TSP will fully comply with all
 6608 applicable federal safety regulations, as well as the safety criteria detailed in DoD
 6609 6055.9- STD, paragraph C9.5, for berthing and cargo handling operations conducted at
 6610 DoD owned ports involving HAZMAT Class 1 AA&E.

6611 2. In the event that DoD is unable to provide proper berthing at the time of docking, in order
 6612 to avoid damage to persons or property, the TSP shall be responsible for removing the
 6613 equipment, including movement of power equipment (tug/tow), and stowing it in a secure
 6614 area. Charge for Stowage shall be STO(1) \$ _____ per water TSP.

6615 3. Shippers/consignees who incur lawfully owed charges under this item shall be billed
 6616 through an eBill via the currently authorized Third Party Payment System (TPPS) or
 6617 other authorized billing procedures. The TSP shall, at a minimum, maintain the following
 6618 supporting documentation:

6619 a. DD 250-1 NOR.

6620 b. Notifications of expected arrival to consignee and shipper (48-, 24-, 12-, and 3-hour
 6621 notices of ETA).

6622 c. Vessel logs.

6623 d. Other records to support claim.

6624 **ITEM 337 - U.S. COAST GUARD PORT AND VESSEL SAFETY AND**
 6625 **SECURITY REQUIREMENTS**

6626 1. When a TSP is engaged in the transportation of HAZMAT as defined in 49 CFR, Part 171,
 6627 the TSP will comply with applicable U.S. Coast Guard port and vessel safety and security
 6628 regulations as defined in 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160; and 49
 6629 CFR Part 176. The TSP shall also be required to remain current on that status of any
 6630 terrorist threat levels advisories, as published by the Department of Homeland Security.

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- 6631 The TSP will also be alert to a DoD owned port facility’s current Force Protection
6632 Condition during operations involving AA&E; DoD 5100.76-M shall apply to this item.
- 6633 2. The TSP will coordinate with Coast Guard Captain of the Port (COTP) in obtaining all
6634 necessary permits and permissions for loading and transport of cargo found in 33 CFR,
6635 Part 126.19, and DoD will assist the TSP if required. The TSP will obtain a lawful permit
6636 from the COTP prior to handling, loading, discharging, or transporting Class/Division 1.1
6637 and/or 1.2 explosives. See 49 CFR, Part 176.99 for other HAZMAT applicable to
6638 operations requiring a COTP permit. The TSP will also comply with all additional safety
6639 and security instructions concerning TSP operations involving: Class 1 AA&E;
6640 classified, sensitive and protected materials; radioactive material and; other dangerous
6641 articles.
- 6642 3. The TSP will develop and maintain a vessel security plan that provides proper security and
6643 of cargo. The security plan will include, at a minimum, the following:
- 6644 a. Twenty-four hour watch
6645 b. Access controls
6646 c. Lighting
- 6647 4. Coast Guard Form 4260, Application and Permit to Handle Hazardous Materials, is
6648 divided into three major sections:
- 6649 a. Application completed by facility/vessel.
6650 b. Permit completed by the COTP.
6651 c. Inspection completed by vessel master.
- 6652 5. Coast Guard Form 4260 shall be submitted to the COTP having jurisdiction over the load
6653 and discharge location. Applications shall be submitted at least 30 days in advance of
6654 movement.
- 6655 6. The COTP and the approval authority may place special requirements on
6656 loading/unloading operations, including but not limited to:
- 6657 a. No bunkering during ammunition loading or after ammunition has been loaded.
6658 b. No smoking.
6659 c. Appropriate lighting.
6660 d. Vessel crew fire drills.
6661 e. Procedures outlined in 49 CFR, Part 176.108 and 176.180.
6662 f. Limitations of transit times and routes.
- 6663 7. TSP shall comply with all special requirements required by the COTP at no additional cost
6664 to the government.

6665 8. The TSP shall permit the COTP to provide assistance regarding loading and stow plan of
6666 the vessel.

6667 9. The TSP acknowledges that the COTP may deem it necessary to escort loaded vessels
6668 in/out of port, and that coordination may be required during these operations.

6669 **ITEM 338 - DOMESTIC SHIPYARD PREFERENCE**

6670 1. Consideration of overhaul, repair, and maintenance in U.S. shipyards is a requirement set
6671 forth in the National Defense Authorization Act (NDAA) of 2007 and subsequent Public
6672 Law 109-364, § 1017.

6673 2. All TSPs offering cargo movement on “Jones Act” lanes must report percentage of vessel
6674 overhaul, repair, and maintenance performed within U.S. domestic shipyards

6675 a. Negotiated Tenders: Provide percentage on Solicitation letter bid sheet. The TSPs will
6676 be rank ordered by any Category 1 preference TSPs low-to-high cost first, followed
6677 by any Category 2 preference TSPs low-to-high cost and additional shipper
6678 determined best value criteria.

6679 b. Voluntary Tenders and Spot Bid Awards: Provide percentage, in writing, upon request
6680 of DoD shipper. For inclusion as part of best value determination.

6681 **NOTE: These percentages MUST NOT be released to any other TSP or non-DoD entity,**
6682 **but must remain with DoD personnel involved in the movement of cargo. Reference the**
6683 **“Threshold & Preference” criteria, award preference will be as follows:**

6684 i. First preference: Category 1, technically acceptable TSPs low-to-high cost.
6685

6686 ii. Second preference: Category 2, technically acceptable TSPs low-to-high cost.

6687 3. Domestic shipyard preference threshold and Percent of Maintenance calculations are
6688 determined as follows:

6689 a. TSPs operating under contract must refer to the specific contract for domestic shipyard
6690 preference threshold and Percent of Maintenance calculation requirements

6691 b. TSPs operating domestic vessel services under SDDC negotiated tenders refer to the
6692 the SDDC Memorandum titled, “Establish a Domestic Shipyard Preference Threshold
6693 and Application for Domestic Vessel Evaluation and Award”, dated 14 January 2020
6694 and additional shipyard preference threshold and Percent of Maintenance calculation
6695 requirements available for download on the HQ SDDC Public Website at
6696 <https://www.sddc.army.mil/dms/Pages/default.aspx> under the “Special Rqmts” tab.

6697 c. TSPs operating domestic vessel services under the voluntary tender process the
6698 Transportation Officer (TO) awarding the movement and creating a transportation
6699 contract through the BoL will determine the shipyard preference threshold and
6700 Percent of Maintenance calculation requirements as part of their best value criteria.

6701 **III. RULES FOR TRANSPORTATION OF BULK PETROLEUM**
6702 **PRODUCTS (EXCLUDING BULK LIQUIDS)**

- 6703 1. This part sets forth the TSP requirements that apply to any TSP who transports bulk
 6704 petroleum. The TSP will comply with the following of these rules in order to continue to
 6705 qualify as an approved SDDC TSP.

6706 **ITEM 339 - CONTAMINATED FUEL**

- 6707 1. Except when damage to the bulk petroleum cargo is due to a *force majeure* situation, if a
 6708 vessel/barge arrives at the unloading port in a contaminated condition, the TSP (at the
 6709 discretion of the installation/activity controlling the movement) shall be required to
 6710 reimburse DoD

6711 **ITEM 341 - DELIVERY DATES**

- 6712 1. If DoD modifies or revises the readiness date on the Defense Logistics Agency Energy
 6713 Form 19.16 after a TSP has dispatched vessel(s) for intended routing, the
 6714 shipper/consignee shall have the right to cancel the shipment.
- 6715 2. A TSP may request revision of the readiness date by obtaining written consent by the
 6716 shipper/consignee within 72 hours prior to the existing readiness date. The
 6717 shipper/consignee reserves the right to reject any requested revision to the readiness date.
 6718 If a shipper/consignee does not consent to the requested revision of the TSP, readiness
 6719 date will remain unchanged.
- 6720 3. If a TSP cannot provide the proper and necessary equipment on the agreed upon readiness
 6721 date, DoD shall have the option to cancel the shipment or permit TSP to arrive after the
 6722 agreed readiness time. TSP will obtain written confirmation from the shipper/consignee
 6723 concerning the established and revised readiness date.

6724 **ITEM 343 - OUTTURN**

- 6725 1. Except as otherwise provided in Release Value Rates, Section B, Item 65 (pg. 114), a TSP
 6726 shall be liable for any shortage in outturn exceeding one-half of one percent (0.5%) in
 6727 volume as computed from shore tank gauges of the bulk petroleum and based on the
 6728 value of product replacement.
- 6729 2. The vessel master or mate shall be required to take computations from the vessel
 6730 permanent gauge point marks and calibration charts, with assistance from DoD, and
 6731 gauge the vessel for quantity aboard the vessel after loading, as well as before unloading
 6732 the vessel.
- 6733 3. A TSP shall not be liable for any shortage in outturn if the comparison of quantity aboard
 6734 vessel(s) after loading and before unloading taken from vessel permanent gauge point
 6735 marks and calibration charts does not exceed one-half of one percent (0.5%) in volume.
 6736 The TSP shall be responsible for any fuel carried away (see Definitions, Appendix D [pg.
 6737 253]).

6738 **ITEM 345- RETURN SHIPMENT OF RETAINED PRODUCT**

- 6739 1. When consignee fails to accept a total shipment, any product remaining within the vessel
 6740 must be promptly returned to shipper or shipper's designee.

- 6741 2. In such circumstances, the TSP will charge hourly demurrage rates provided in the tender
 6742 section of this publication not to exceed (DEM 6) \$250.00 per hour, which shall begin at
 6743 the time of departure of TSP equipment from the vessel or consignee, and terminating at
 6744 the time of release of the vessel by the Government Inspector at discharge point.
- 6745 3. The TSP will submit charges under this item through an eBill via the currently authorized
 6746 Third Party Payment System (TPPS) or other authorized billing procedures. At a
 6747 minimum, the TSP will maintain the following supporting documentation:
- 6748 a. DD Form 250-1 or DD Form 1149.
- 6749 b. A TSP-generated form certified by the receiving vessel or activity and certified upon
 6750 returned to origin by the shipping terminal or other designee at destination.

6751 **ITEM 347 - VARIATIONS IN QUANTITY**

- 6752 1. Only a shipper/consignee shall have the authority to authorize variations in product
 6753 quantity. The quantity delivered to a TSP shall be measured by shore tank gauges that
 6754 have been corrected to 60° Fahrenheit, and must be witnessed and certified by an
 6755 authorized government representative. To ensure the safety of the cargo, a TSP will
 6756 coordinate any request to transport a lesser quantity with shipper/consignee and will offer
 6757 a reasonable fee, with DoD approval.
- 6758 2. Notwithstanding the provisions set forth in paragraph 1, the total quantity of a shipment is
 6759 approximate with custom usage of the trade and governed by demand of the service. The
 6760 quantity delivered to the TSP for any individual lifting requirement may vary by a
 6761 standard deviation of plus/minus 10 percent. The TSP will transport quantity within its
 6762 full capacity of the provided equipment at no change in rates or other types of charges
 6763 under the terms of its tender. Bids within the TSP's tender cannot exceed 90 percent of
 6764 estimated cargo percent quantity.

6765 **IV. RULES FOR TRANSPORTING ARMS, AMMUNITION, AND**
 6766 **EXPLOSIVES (AA&E) AND OTHER HAZARDOUS**
 6767 **MATERIALS**

- 6768 1. This part sets forth the rules and regulations applicable not only to transporting arms
 6769 ammunition and explosives (AA&E), and other hazardous materials (HAZMAT) as
 6770 defined in 49 CFR, Part 172.101, but shall also apply to materials that are not defined
 6771 specifically as HAZMAT per 49 CFR, Part 172.101 that due to their special nature,
 6772 character, or security requirements of the cargo, require an extra measure of protection in
 6773 transit, including classified (SECRET/Confidential) materials and sensitive materials.

6774 **ITEM 349 - MOVEMENT OF SHIPMENTS REQUIRING TPS**

- 6775 1. The TSP shall fully comply with all governing federal and DoD safety and security
 6776 regulations and rules with respect to loading, unloading, handling, stowing, and
 6777 transporting HAZMAT, and other classified (SECRET/Confidential) sensitive materials,

6778 including AA&E. The applicable rules and regulations are more fully set forth within the
6779 following legal authorities:

6780 a. Title 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160.

6781 b. Title 49 CFR Parts 105-107, 110, 130, 171-173 and 176.

6782 c. DoD 6055.9-STD, paragraph C9.5.

6783 d. DoD 5100.76-M, Chapters 6-7 and Appendix 3.

6784 e. DoD 4500.9-R, Chapters 204-205.

6785 2. Prior to loading AA&E or TPS shipments at a DoD port, DoD port personnel, in
6786 conjunction with USCG port security and TSP personnel will ensure all required pre-load
6787 safety and security measures are taken. See Performance, Item 331 (pg. 195) and Return
6788 Shipment of Retained Product, Item 345 above for guidance.

6789 3. The TSP will deliver all AA&E shipments moving under Satellite Motor Surveillance
6790 Service (SNS) on or before established RDD. RDD may be annotated in the remarks
6791 block on the BL. Failure to meet established RDD may result in TSP performance action
6792 IAW DoD 4500.9-R Chapter 207.

6793 **V. RULES FOR TRANSPORTING SHIP PROPELLERS AND**
6794 **PROPULSORS, SPECIAL HIGH VALUE AND SENSITIVE**
6795 **SHIPMENTS**

6796 1. This part sets forth the TSP requirements when transporting propellers and other high
6797 value or sensitive items. The TSP will follow these rules in order to continue as a SDDC
6798 approved TSP.

6799 **ITEM 351 - MOVEMENT CONTROLS**

6800 1. The TSP will ensure propeller and Propulsor shipments are packaged, marked, and
6801 delivered with necessary protective accessories then loaded, blocked, braced and
6802 equipped with placards.

6803 2. The TSP will provide continuous monitoring of propeller and Propulsor shipments from
6804 origin to destination, based on security classification of cargo. Monitoring requires Total
6805 Asset Visibility (TAV) and the continuous capability to divert shipments to other modes
6806 of transportation or destinations. For tracking requirements:

6807 a. The TSP will obtain BL as proof of shipment.

6808 b. The TSP will have ability to track/trace shipment at all times during transit and
6809 provide proof of delivery/receipt signature.

6810 3. If a shipment includes propeller/Propulsor and a trailer or tractor/trailer is utilized, the
6811 weight capability of the tractor and trailer must be equal to or greater than the weight of
6812 the propeller/propulsor load. The TSP equipment must meet the requirements of 49 CFR,

6813 Part 393. Chocks on the barge or on the trailer may be secured with fasteners. Welding is
6814 not required.

6815 4. The requirements stated above will also be met for shipments involving trailers with tilt
6816 beds. Non-hydraulic static-passive mechanical devices shall be utilized to position and
6817 secure the tilt bed in a hold up position although hydraulics may be utilized to position
6818 the tilt plate.

6819 5. Propellers and Propulsor shall be lifted by special eyebolts only. The TSP responsible for
6820 lifting will ensure the straps and cranes that are utilized are certified to handle their
6821 weight of the propellers and/or propulsors.

6822 **ITEM 353 - SECURITY REQUIREMENTS**

6823 1. The TSP will comply with all applicable procedures and regulations concerning shipments
6824 of propellers and Propulsors as classified material, as published in the Department of the
6825 Navy (DON) Information and Security Program Regulation Manual (OPNAVINST
6826 5510.1 series), the Industrial Security Regulation (DoD 5220.22R) and DoD 4500.9-R,
6827 DTR, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and
6828 Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and
6829 Sensitive Items. Additional Propulsor-related security requirements are specified in
6830 OPNAVINST S5513.5B, DON Security Classification Guidance for Undersea Warfare
6831 Programs and OPNAVINST S5513.3B DON Security Classification Guidance for
6832 Surface Warfare Programs.

6833 2. If cargo is unable to be packaged and any part is classified, it shall be tarped to prevent its
6834 identification. Tarps must be fire and water-resistant.

6835 3. For the surface portion of a water shipment, if cargo is locked and sealed and the classified
6836 nature of the material is hidden so that the driver/tug master/water TSP master does not
6837 have access except by breaking of a seal, than the shipment is permitted to be transported
6838 via CIS or DDP (if the distance is over 150 miles).

6839 4. Shipments may require an escort if specifically requested by shipper/consignee, or in
6840 certain circumstances due to the classification of the item. Escort personnel must comply
6841 with all requirements and procedures contained in the National Industrial Security
6842 Program Operating Manual (DoD 5220.22-M).

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**SECTION E – PIPELINE TRANSPORTATION
SERVICE PROVIDER RULES**

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6883 **I. GENERAL PIPELINE TRANSPORTATION SERVICE**
 6884 **PROVIDER INFORMATION**

- 6885 1. This part describes the general requirements for a pipeline TSP to transport any DoD
 6886 freight. As a rule, any incident involving DoD cargo will be reported to the appropriate
 6887 contact listed in Section A, VIII, Emergency Notification Information, Table 2 (pg. 88).

6888 **ITEM 355 - APPLICATION OF RATES FOR PIPELINES**

- 6889 1. Given that the Pipeline industry has extensive operating experience that permits accurate
 6890 costing of operations, pipeline TSP will publish rates for DoD operations that are all-
 6891 inclusive, and which accurately reflect each cost element used to construct those rates;
 6892 including but not limited to the following:
- 6893 a. Throughput terminal operations costs.
 - 6894 b. Administrative overhead including automated data input
 - 6895 c. Insurance, taxes, fees and amortization costs
 - 6896 d. Security fees
 - 6897 e. Cost of expected product losses
 - 6898 f. Profit
 - 6899 g. Utility (and fuel if applicable) costs
 - 6900 h. All additive injection costs
 - 6901 i. Filtration and filter element costs
 - 6902 j. Basic labor and expected overtime costs
 - 6903 k. Execution of TSP's Quality Control Plan
- 6904 2. Compliance with paragraph 1 above shall result in a single rate to be applied to the
 6905 shipment. The only exception to this general rule shall be in circumstances where a
 6906 pipeline is required to accommodate a change in the mode of transportation (e.g. pipeline
 6907 terminal to truck loading, water TSP receipt or issue). These circumstances will continue
 6908 to be shown as Receipt Issue (DEL), Item 385 (pg. 208).
- 6909 3. Where extraordinary circumstances (e.g. natural disasters, federally mandated
 6910 improvements) warrant recoupment of costs actually incurred, any recovery of such costs
 6911 shall be negotiated between DoD and the pipeline through a temporary rate increase, and
 6912 that temporary rate increase is permitted to remain in effect only until such as time full
 6913 recovery of the incurred expenses is attained.

6914 **ITEM 357 - TERMS AND CONDITIONS**

- 6915 1. This publication and the TSP's Tender/Tariff represent the entire agreement between the
 6916 parties. No secondary requirements, agreements or supplemental terms and conditions

6917 shall be levied by either, without the TSP canceling its tender and reissuing it in order to
6918 set forth new provisions.

6919 2. Filing of a tender indicates the TSP’s agreement to provide not only transportation
6920 services, but also timely inventory and transportation data (electronic transaction data),
6921 and as necessary documentation in accordance with policies found at Defense Logistics
6922 Agency Energy’s website:
6923 <https://dla.deps.mil/sites/dlaenergy/scm/SitePages/Publications.aspx>
6924 <https://dla.deps.mil/sites/dlaenergy/scm/SitePages/Publications.aspx>

6925 **ITEM 359 - ACCEPTANCE OF PRODUCT FOR TRANSPORT**

6926 1. The TSP will accept petroleum products for transportation in accordance with its Tariffs
6927 and implement policies, procedures, and practices that conform to standard industry
6928 practice.

6929 2. The TSP is not obligated to accept petroleum products that might contaminate or otherwise
6930 damage other shipments in accordance with Occupational Safety and Health
6931 Administration (OSHA) and Environmental Protection Agency (EPA) requirements.

6932 3. Products shall be accepted for transportation only:

6933 a. When a shipper makes delivery arrangements to TSP at pumping rates and pressures
6934 that are adequate to meet minimum required throughput.

6935 b. In certain circumstances, at lesser throughput rates that are acceptable to a TSP on a
6936 case-by-case basis.

6937 4. When those products requiring corrosion inhibitors contain qualified compounds that are
6938 determined to be satisfactory to the TSP.

6939 **ITEM 361 - DoD UNIQUE DESIGNATORS FOR PETROLEUM**
6940 **PRODUCTS**

6941 1. DoD Unique item numbers for petroleum products are listed in Appendix B (pg. 234) in
6942 this publication and shall be used when completing Section A of the tender.

6943 **ITEM 363 - INTERMODAL MOVEMENTS**

6944 1. When a TSP issues a tender rate from origin to destination and intermodal service is
6945 required, a TSP that is approved by both SDDC and Federal Energy Regulation
6946 Commission (FERC) shall be used. Where intermodal service is required, the issuing
6947 TSP maintains responsibility and liability for entire movement until delivered at final
6948 destination. For purposes of this publication, the shipment shall be considered a pipeline
6949 movement and shall include the water, rail, or motor portion.

6950 **ITEM 365 - LIABILITY OF TRANSPORTATION SERVICE PROVIDER**
6951 **AND TERMINAL OPERATORS**

- 6952 1. Pipeline TSP and terminal operators shall be subject to common TSP liability for loss or
6953 damage to the goods in transit.
- 6954 2. Except as provided in Item 377 below, Loss of Product, TSP and terminals are liable for
6955 all loss or damage to goods transported by them unless they affirmatively demonstrate
6956 that any loss or damage was due to a *force majeure* situation.
- 6957 3. The TSP will not be liable for loss due to discoloration or deterioration of product if TSP
6958 shows that the loss is not a result of its negligence or wrongful act.

6959 **ITEM 367 - MEASUREMENT OF VOLUME**

- 6960 1. Volume shall be measured at both origin and destination, and be measured in meter units
6961 wherever possible. Where this type of measurement is not possible, tank gauging shall be
6962 used. All volume calculations shall be corrected/correlated for temperature, operating
6963 pressure, specific gravity and mechanical factors, by utilizing the API-ASTM correction
6964 tables.

6965 **ITEM 369 - PRORATION EXCESS OF PIPELINE CAPACITY**

- 6966 1. When the total nominations for movement on a pipeline exceeds capacity, shipments shall
6967 be prorated equitably under TSP's Tariff Rules pertaining to earned line time (see
6968 exception in paragraph 2 below). Any cargo owned by the pipeline will also be
6969 considered in the total equitable prorating calculation.
- 6970 2. TSP will grant exceptions to the proration rule set forth in paragraph 1 to DoD petroleum
6971 products during emergencies, contingencies, and in situations when required for national
6972 defense. DoD will provide TSP with a verbal notification of these situations and then
6973 provide written confirmation.

6974 **ITEM 371 - ROUTING**

- 6975 1. DoD will not specify the specific routing of the shipment, including any selection of an
6976 interlining TSP, pipeline routes, or other standard practices of transportation operations
6977 or operations of facilities, as those shall remain to be the sole responsibility of the
6978 operating TSP. The originating TSP will select those interlining TSP, pipeline routes, and
6979 methods of both transportation operations and facility operations that adopt best industry
6980 practice while protecting the quantity/quality of DoD shipments in delivering fuel from
6981 origin to destination.

6982 **ITEM 373 - SCHEDULING OF SHIPMENTS**

- 6983 1. Cargo nominations and schedule verifications shall be provided by DoD or its authorized
6984 agent(s) to the TSP in accordance with the governing rules contained in TSP tariff(s).

6985 **II. GENERAL PIPELINE TRANSPORTATION SERVICE**
6986 **PROVIDER RULES**

- 6987 1. This part sets forth the general requirements for compliance by a pipeline TSP when
 6988 providing rates for services offered to handle, store, or transport DoD freight. Rules
 6989 contained in this part shall be followed in order for the TSP to continue as a SDDC
 6990 approved TSP.

6991 **ITEM 375 - ADDITIVE INJECTION BLENDING SERVICE (AIB)**

- 6992 1. TSP will provide all necessary equipment for injecting and/or blending service (AIB) for
 6993 specified additives when required.
- 6994 2. Charges in this item shall be for the injecting and/or blending service only and shall not
 6995 include the cost of additives.
- 6996 3. The following charges will apply when requested. TSP may offer additive injection
 6997 blending services by listing appropriate, three-letter ANSI code on the tender:
- 6998 a. Icing inhibitor AIB(1) \$ ____ per barrel
- 6999 b. Corrosion additive AIB (2) \$ ____ per barrel
- 7000 c. Conductivity (anti-static) additive AIB (3) \$ ____ per barrel

7001 **ITEM 377 - LOSS OF PRODUCT (LAS)**

- 7002 1. Any commingling that occurs between batches within the pipeline may be divided by TSP
 7003 equally among shippers in accordance with its tariff rules.
- 7004 2. The TSP shall be liable for all losses of product shipped by the DoD. TSP are expected to
 7005 take into account the value of routine operating losses. TSP shall structure their rates
 7006 accordingly, to address the expected costs for loss of DoD products, including costs
 7007 incurred by the Government efforts to recover product value (determined in accordance
 7008 with policies found at Defense Logistics Agency Energy’s website: DoDM4140.25
 7009 located at <https://www.esd.whs.mil/Directives/issuances/dodm/>
 7010 <https://www.esd.whs.mil/Directives/issuances/dodm) through periodic reconciliation of
 7011 DoD products shipped and received.
- 7012 3. Water and other impurities shall be deducted from the volume of shipment and shall not be
 7013 considered part of the shipment at any time.
- 7014 4. The provisions of this Rules Publications and Tenders take precedence over any other
 7015 agreements.

7016 **ITEM 379 - DETERMINATION OF QUALITY**

- 7017 1. The quality determination or verification of petroleum products shipped, or of products
 7018 tendered for shipment, shall be performed by conducting analysis techniques using the
 7019 applicable Tariffs provisions and the TSP Quality Control Plan (QCP, see paragraph. 2
 7020 below). The TSP shall be provided product for shipment that meets government
 7021 specifications, and the TSP is expected to return the product to government inventory
 7022 within the limits of those same specifications.

7023 2. The TSP will institute and follow a written QCP in accordance with Industry Standard and
 7024 MIL-STD-3004-1 approved by assigned Government Quality Representative. Plans shall
 7025 be of sufficient detail to show the adequacy of TSP procedures and methodology to
 7026 protect the integrity of quality and quantity of DLA Energy owned product in its
 7027 possession. Requirements for a written QCP may be waived by DLA Energy when a
 7028 TSP’s procedures and methodology detailed in TSP’s tariff are deemed sufficient to
 7029 ensure protection of the government’s interests.

7030 3. In the event the TSP is requested to perform any function, which results in a rate increase,
 7031 the TSP will propose the additional cost to Defense Logistics Agency Energy ESC for
 7032 prior approval and concurrence before any approved rate increase becomes effective.

7033 4. In cases where disputes exist as to the quality of the petroleum product, either party will
 7034 have the right to review the quality analysis and/or re-test the quality of the petroleum
 7035 product.

7036 5. Responsibility for verification of quality:

7037 a. It shall be the responsibility of the origin TSP to verify the quality of the petroleum
 7038 product tendered for shipment.

7039 b. It shall be the responsibility of DoD to verify the quality of the petroleum product at
 7040 destination.

7041 c. At points other than origin or destination, petroleum products may be tested by the TSP
 7042 or DoD, as agreed to or as otherwise determined to be necessary.

7043 **ITEM 381 - FILTRATION SERVICE (FTR)**

7044 1. TSP will provide FTR at a charge per barrel of product filtered:

7045 a. TSP-furnished filters/filter elements FTR (1) \$ _____

7046 b. Shipper-furnished filters/filter elements FTR (2) \$ _____

7047 c. Tank-to-tank filtration FTR (3) \$ _____

7048 2. When TSP purchase filters/filter elements, charges shall be limited to actual cost. TSP will
 7049 allow shipper to verify actual costs by examining TSP records/documentation. When
 7050 verified, TSP may bill via the currently authorized Third Party Payment System (TPPS).

7051 **ITEM 383 - FRACTIONS**

7052 1. Fraction computations are in Section A, IV, Completing a SDDC 364-R Tender of this
 7053 publication.

7054 **ITEM 385 - RECEIPT AND ISSUE (DEL)**

7055 1. TSP will receive and/or issue product into conveyances as shown below.

7056 2. Charges:

7057 a. For receipt from a water TSP/or other waterborne vessel DEL (1) \$____per barrel

- 7058 b. For receipt from a tank truck or trailer DEL (2) \$___ per barrel
- 7059 c. For receipt from a rail tank car DEL (3) \$___per barrel
- 7060 d. For issue to a water TSP/or other waterborne vessel DEL (4) \$___ per barrel
- 7061 e. For issue to a tank truck or trailer DEL (5) \$___ per barrel
- 7062 f. For issue to a rail tank car DEL (6) \$___ per barrel
- 7063 g. Water TSP booming DEL (7) \$___ per RI
- 7064 3. Where there is no additional charge for DEL, completion of this item is not required.
- 7065 4. DEL will include all services necessary for transfer of petroleum product between two
- 7066 conveyances, or from a conveyance to receiving facility.

7067 **ITEM 387 - RELEASED VALUE RATES**

- 7068 1. Released value rates will not apply to DoD pipeline traffic. See Item 365 (pg. 205),
- 7069 Liability of Transportation Service Provider and Terminal Operators.

7070 **ITEM 389 - TERMINAL RECEIPT AND ISSUE DURING OTHER THAN**
 7071 **NORMAL OPERATING HOURS (ORS)**

- 7072 1. The TSP will provide terminal receipt/issue service during other than normal operating
- 7073 hours when requested by the shipper, for a charge of ORS (1) \$___ per hour or fraction
- 7074 for each employee furnished, subject to a minimum charge of ORS (2) \$___ per
- 7075 employee furnished.
- 7076 2. Time shall be calculated from arrival of truck/water TSP to the pipeline, and its
- 7077 availability for receipt/issue, to the time that the receipt/issue is completed and
- 7078 truck/water TSP is released. The TSP will note time required for receipt/issue on its
- 7079 corresponding currently authorized Third Party Payment System (TPPS) transaction.
- 7080 3. The TSP will obtain authorization prior to the required service date, if possible, and will
- 7081 note on its corresponding currently authorized TPPS transaction.

7082 **ITEM 391 - TIME-PERIOD RATES**

- 7083 1. Where rates are based on specific volume and time, the tender will reflect the time during
- 7084 which the rates are in effect.
- 7085 2. For rates based on specific volumes, rates and volumes shall be listed in Section D of
- 7086 tender as follows:
- 7087 a. Rate Qualifier shall be BB (per barrel).
- 7088 b. Minimum Weight/Volume/Quantity, state minimum number of barrels per cargo or
- 7089 annually if desired for which rates apply. Minimum per cargo or annual minimums
- 7090 shall be the only minimum accepted.
- 7091 c. Table of Rates, state rates in columns corresponding with minimum.

SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

7092 d. For every minimum shown, there must be a corresponding rate. It is not necessary to
7093 show a minimum in every column. Volumes shall be stated in Section D as:
7094 Minimum Volume: (A) 0 3 0 0 0 0 0, (B) 0 9 9 9 9 9 9, (C) 1 0 0 0 0 0 0, (D) _____
7095 _____.

- 7096 3. If TSP intends to apply more than four minimum volumes, the following will apply:
- 7097 a. Columns in Section D shall be completed; and
- 7098 b. Additional tender pages (Section D) may be inserted in the tender to achieve desired
7099 number of minimum volumes.

7100 **ITEM 393 - SECURITY RECOVERY (SRS)/DISASTER RECOVERY**
7101 **(DRS) SURCHARGES**

- 7102 1. TSP will enter only applicable three-character ANSI code.
- 7103 2. Consistent with Federal Energy Regulatory Commission (FERC) policy, SRS/DRS shall
7104 be assessed by TSP at a charge per barrel of delivered product.
- 7105 3. Security Recovery and Disaster Recovery Surcharges will only remain in effect until such
7106 time full recovery of incurred expenses is affected.
- 7107 4. TSP assessed:
- 7108 a. Security Recovery Surcharge SRS (1) \$ _____
- 7109 b. Disaster Recovery surcharge DRS (1) \$ _____

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7118 **SECTION F – AIR TRANSPORTATION SERVICE**

7119 **PROVIDER RULES**

7120

2ND DRAFT

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7152 **I. GENERAL AIR TRANSPORTATION SERVICE PROVIDER**
 7153 **INFORMATION**

7154 1. The Global Heavyweight Service (GHS) contract(s) have assumed all voluntary domestic
 7155 air tenders. Therefore, the guidance outlined in Section A and within Section F apply to
 7156 negotiated air tenders if/when USTRANSCOM approves. Air TSPs shall at all times
 7157 comply with applicable federal statutes, regulations, and state laws when providing air
 7158 transportation on behalf of the DoD. Commercial air service will not normally be used
 7159 for transportation of shipments to be delivered within 500 surface miles from the
 7160 shipping point. Participation in the CRAF program is mandatory. As a rule, any incident
 7161 involving DoD cargo should be reported to the appropriate contact listed in Section A,
 7162 VIII, Table 1 Emergency Contact Information (pg. 82).

7163 **II. GENERAL RULES**

7164 **ITEM 407 - AGGREGATE WEIGHT (SEE NOTE)**

- 7165 1. The TSP agrees it will aggregate all shipments from the same origin point to the same
 7166 destination consignee for the same level of service, tendered at the same time, on the
 7167 same day. The billed weight will be the greater of the actual scale weight or the
 7168 dimensional weight.
- 7169 2. All succeeding BL issued after the first BL for the given destination shall be annotated by
 7170 the consignor: "Aggregate Weight Rule applies, Reference: BL Number: _____."
- 7171 3. Hazardous or dangerous commodities may be consolidated, as described above, only with
 7172 other compatible hazardous or dangerous commodities.

7173 **NOTE: Shipments must be tendered in whole pounds; fractions of pounds shall be**
 7174 **increased to the next higher pound.**

7175 **ITEM 411 - CHARGES FOR WEIGHT (SEE NOTES)**

- 7177 1. Transportation charges for a shipment shall be based on the greater of:
- 7178 a. Actual gross weight (including packing material).
- 7179 b. Dimensional weight. Dimensional weight for a shipment shall be calculated on the
 7180 basis of one pound per each 166 cubic inches as follows:
- 7181 i. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches; or
- 7182 ii. Total Cubic Inches / 166 = Dimensional weight.

7183 **NOTE 1: See ITEM 407 above, AGGREGATE WEIGHT, and ITEM 421 (pg. 216),**
 7184 **OVERSIZED FREIGHT.**

7185 **NOTE 2: Consignors must tender shipments in whole pounds; fractions of pounds**
 7186 **shall be increased to the next higher pound.**
 7187

7188

7189 ITEM 413 - ESCORTS/COURIERS (ECR)

- 7190 1. Air TSP provided couriers may accompany shipments aboard aircraft at the request of the
 7191 government. Each escort and/or courier shall be subject to a charge of ECR(1) \$ _____
 7192 per person.

7193 ITEM 415 - FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999914

- 7194 1. Any FAK consists of those commodities TSP offer to transport at one inclusive rate or
 7195 charge, regardless of their differing transportation characteristics.
- 7196 2. The following commodities may not be included as FAK:
- 7197 a. Narcotics and dangerous drugs
 - 7198 b. Ammunition and explosives (Class 1)
 - 7199 c. Inhalation hazard poisons
 - 7200 d. Radioactive materials, except those that may be transported by air in accordance with
 7201 the provisions set forth in Title 49 CFR, Parts 172.101 and 173.421.
 - 7202 e. Etiologic agents
 - 7203 f. Hazardous or dangerous commodities
 - 7204 g. Corpses
 - 7205 h. Coins, currency, and precious metals
 - 7206 i. Postage stamps or stamped envelopes
 - 7207 j. Art
 - 7208 k. Live animals
 - 7209 l. Bulk commodities
 - 7210 m. Food, fresh, frozen, or requiring refrigeration
 - 7211 n. Military tractor tanks and tracked vehicles
 - 7212 o. Vehicles, self-propelled
 - 7213 p. Vehicles in driveway and/or towaway service
 - 7214 q. Any commodity assigned a DoD-unique commodity code by SDDC
 - 7215 r. Engines
 - 7216 s. Missiles or rockets
 - 7217 t. Aircraft parts
 - 7218 u. Crated Household Goods and Personal Effects

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

- 7219 3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing
7220 any further exclusion. Tender commodity description "Freight All Kinds" (999914) shall
7221 be understood to include all commodities except those in paragraph 2.
- 7222 4. Except as required by regulation or law, shipments described on Bills of Lading (BL) as
7223 "FAK" (999914) will not be further described as to the individual commodities
7224 contained in the shipment.
- 7225 5. Released value under this item for lost and/or damaged cargo shall not exceed \$1.00 per
7226 pound per piece or \$100 per piece, whichever is greater, but not to exceed actual value of
7227 the articles lost or damaged plus the amount of applicable transportation charges.

7228 **NOTE: see ITEM 435, EXCESS VALUATION (pg. 218).**

7229

7230 **ITEM 417 - FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999931**

- 7231 1. Freight All Kinds (FAK) - DoD Unique Number 999931 consists of those commodities
7232 Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge
7233 regardless of their differing transportation characteristics.
- 7234 2. The following commodities may not be included as FAK:
- 7235 a. Radioactive materials.
- 7236 b. Ammunition and explosives (Class 1)
- 7237 c. Inhalation hazard poisons
- 7238 d. Narcotics and dangerous drugs
- 7239 e. Etiologic agents
- 7240 f. Corpses
- 7241 g. Coins, currency, and precious metals
- 7242 h. Stamps
- 7243 i. Art
- 7244 j. Live animals
- 7245 k. Bulk commodities
- 7246 l. Food, frozen, fresh, or requiring refrigeration
- 7247 m. Military tractor tanks and tracked vehicles
- 7248 n. Vehicles, self-propelled
- 7249 o. Vehicles in driveway and or towaway service
- 7250 p. Any commodity assigned a DoD-unique commodity code by SDDC
- 7251 q. Aircraft parts

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

7252 r. Engines

7253 s. Missiles or rockets

7254 t. Crated Household Goods and Personal Effects

7255 3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing
7256 any further exclusion. Tender commodity description FAK (999931) shall be understood
7257 to include all commodities except those in paragraph 2.

7258 4. Except as required by regulation or law, shipments described on BLs as FAK (999931)
7259 will not be further described as to individual commodities contained in the shipment.

7260 5. Released value under this item for lost and/or damaged cargo shall not exceed \$1.00 per
7261 pound per piece or \$100 per piece, whichever is greater, but not to exceed actual value of
7262 articles lost or damaged plus the amount of applicable transportation charges.

7263 **NOTE: see ITEM 435, EXCESS VALUATION (pg. 218).**

7264

7265 **ITEM 419 - INSPECTION OF SHIPMENTS**

7266 1. TSP shall have the right to inspect shipments to determine applicable rates. When
7267 shipments are found to be incorrectly described on the BL, consignor will issue a BL
7268 Correction Notice (SF 1200), and freight charges shall be assessed according to the
7269 proper description.

7270 **ITEM 421 - OVERSIZED FREIGHT (see NOTE)**

7271 1. The consignor must make advanced arrangements with the air TSP to transport the
7272 following oversized shipments:

7273 a. Piece(s) that exceed 125 (10 feet, 5 inches) inches in length and/or prevent other
7274 freight from being loaded on the same pallet(s) because of special tie-down
7275 requirements.

7276 b. Piece(s) that exceed 88 inches (7 feet, 4 inches) in width but are less than 125 inches
7277 (10 feet, 5 inches) in width and/or prevent other freight from being loaded on the
7278 same pallet(s) because of special tie-down requirements.

7279 c. Piece(s) that exceed 59 inches (4 feet, 11 inches) in height.

7280 d. Pieces that exceed 300 inches (25 feet) in length and girth combined shall be defined
7281 as an oversized shipment.

7282 2. If transportation for such shipments shall be provided on pallets (width 88 inches, length
7283 125 inches), the TSP will not assess a rental charge for the use of the pallets.

7284 3. Charges: (stated in whole percent's only). On shipments of oversized freight, as described
7285 in paragraph 1a-1d above, the TSP's will be entitled to a flat surcharge of 520(1) for each
7286 oversized piece.

- 7287 4. Oversized freight shipments will allow for an additional (1) day of transit time unless
7288 otherwise agreed to by the shipper and the TSP.

7289 **NOTE: see ITEM 411, CHARGES FOR WEIGHT (pg. 213).**

7290

7291 **ITEM 423 - SUBMISSION OF CHARGES FOR ACCESSORIAL**

7292 **SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE**

- 7293 1. Charges for accessorial services described in SECTION B, *ITEM 63 (pg. 113)*, and ITEM
7294 437 (*pg. 218*), REDELIVERY (RCL) shall be chargeable to the appropriation and
7295 allotment designated by the military department or government agency that has
7296 jurisdiction over the local activity where the charges actually accrued.

7297 **ITEM 425 - TSP-PROVIDED SERVICES**

- 7298 1. When a TSP publishes different levels of service at varying rates, the TSP will bill the
7299 Government at the rate applicable to the actual service performed, not to exceed the rate
7300 applicable to the service requested.
- 7301 a. *NOTE:* Transit time for TSP-provided services shown below start on when the
7302 consignor's provides the package and all documentation necessary to initiate the
7303 shipment. If the consignor provides the package and documentation necessary to
7304 initiate the shipment at the time of pickup, then the transit time for TSP-provided
7305 services shown below start on the requested pickup date and time IAW the operating
7306 hours contained in the TFG. When the consignor requests pickup and/or delivery on
7307 Saturday, Sunday, holidays, and/or before or after an installation's normal operating
7308 hours as indicated in the TFG, refer to section B, Item 55 (pg. 112), for appropriate
7309 accessorial-service charges. TSP shall not be penalized due to the consignor's
7310 inability to provide the package and necessary/required documentation to initiate the
7311 shipment.
- 7312 2. The TSP must select the level of service to be used in the Standard Tender (Sections G and
7313 H) as follows:
- 7314 a. Priority Service (SG) Next available flight; shipment may be required anytime during a
7315 24-hour period, no specific time for pickup or delivery stated (consignor may insert
7316 time requirements on BL in accordance with the TSP quote).
- 7317 b. Overnight Service (D1): Shipment to be delivered to consignee during consignee's
7318 normal operating hours, as listed in the TFG, on the next business day following the
7319 consignor's requested pickup date of shipment.
- 7320 c. Second Day Service (D2): Shipment to be delivered to consignee during consignee's
7321 normal operating hours, as listed in the TFG, on or before the second business day
7322 after consignor requested pickup date of shipment.
- 7323 d. Deferred Service (D3): Shipment to be delivered to consignee during consignee's
7324 normal operating hours, as listed in the TFG, on or before the fifth business day after
7325 consignor requested pickup date of shipment.

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

- 7326 3. When the consignor requests Overnight (D1) service with a before-12:00 p.m. delivery,
7327 the TSP is entitled to a charge of DEL(1)\$ _____ per hundred pounds (CWT) subject to
7328 a minimum charge of DEL(2) \$ _____
- 7329 4. TSPs must provide the consignor with the service type offered/requested noted below:
- 7330 a. Airport-to-Airport Service (AA) - Origin city airport to destination city airport.
- 7331 b. Door-to-Door Service (DD) - Shipper's origin to consignee's receiving point.
- 7332 5. The consignor must annotate on the BL clearly and specifically a request for Priority,
7333 Overnight, Second Day Service, or Deferred Service. Where level of service is not
7334 requested, the TSP will bill for the lowest published charge in its tender. In no case will
7335 the TSP bill for a higher level of service than actually provided. In no event will the TSP
7336 bill for any service not provided with the exception of those provided for in Item 433
7337 below.

7338 **ITEM 427 - TSP SECURITY-CLEARANCE REQUIREMENTS**

- 7339 1. Refer to Section B, Item 1 (pg. 94), of this publication for TSP security-clearance
7340 requirements.

7341 **ITEM 433 - EXCUSABLE DELAYS**

- 7342 1. The delivery commitment guarantee does not apply when the delays in delivery are caused
7343 by acts of God or of the public enemy, acts or omissions of the government in either its
7344 sovereign or contractual capacity, acts or omissions of the consignor, consignee
7345 appointment delivery mandates, fires, floods, epidemics, quarantine restrictions, strikes,
7346 freight embargoes, or unusually severe weather. In each instance the failure to perform
7347 must be beyond the control and without the fault or negligence of the TSP. In the case of
7348 a delivery commitment guarantee that is not met due to an excusable delay, the TSP will
7349 have incurred costs making its best efforts to fulfill the delivery commitment guarantee,
7350 and, therefore, the TSP is entitled to bill and be compensated at the rate applicable to the
7351 requested service, regardless of whether the TSP ultimately performed to that level of
7352 service because the delay was beyond the control of the TSP.

7353 **ITEM 435 - EXCESS VALUATION (EVC)**

- 7354 1. Should the consignor desire to declare and establish cargo liability for amounts greater
7355 than \$1.00 per pound per piece or \$100 per piece, whichever is greater, but not to exceed
7356 actual value of articles lost or damaged plus the amount of applicable transportation
7357 charges, the TSP agrees to provide this increased liability coverage for EVC(1) \$ _____
7358 for each \$100 or fraction thereof.

7359 **ITEM 437 - REDELIVERY (RCL)**

- 7360 1. In addition to the charges shown in Section B, Item 63 (pg. 113), the TSP may establish a
7361 flat charge of RCL(4) \$ _____ per shipment. If RCL(4) is selected, RCL(1), RCL(2),
7362 and RCL(3) will not be applicable.

7363 2. If, after being notified that the shipment is on hand, the consignee elects to pick up the
7364 shipment at the TSP's terminal, no RCL charges will apply.

7365 3. Installations incurring charges under this item shall be billed directly. *See ITEM 423*
7366 *above, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES.*

7367 **III. RULES GOVERNING MOVEMENT OF HAZARDOUS,**
7368 **CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS**

7369 **ITEM 439 - ARRIVAL DURING OTHER-THAN-NORMAL OPERATING**
7370 **HOURS**

7371 1. Shipments should be delivered to the consignee during normal operating hours (refer to the
7372 transportation facilities guide [TFG] for specific terminal/installation normal operating
7373 hours). However, when a shipment arrives at an installation during other-than-normal
7374 operating hours due to circumstances beyond the TSP's control, a secure-holding area
7375 shall be provided for shipments that cannot be unloaded immediately. These areas shall
7376 be subject to the regulation of the cognizant military service for handling and
7377 safeguarding of hazardous, classified, and protected sensitive materials. In the event a
7378 secure-holding area is not available on a military installation, the TSP will call the
7379 appropriate emergency notification number shown in Section A, Part VIII, Table 1 (pg.
7380 88), to obtain authorization and directions to the closest secure-holding
7381 installation/activity terminal. Responsibility for the shipment remains with the TSP until
7382 the shipment has been formally delivered.

7383 **NOTE: see SECTION B, ITEM 79 (pg. 118), ARMS, AMMUNITION, AND**
7384 **EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL).**
7385

7386 **ITEM 441 - DRIVER REQUIREMENTS**

7387 1. For driver requirements refer to Section B, Items 7 (see pg. 97) and 9 (see pg. 98).

7388 **ITEM 443 - INSPECTION OF VEHICLES**

7389 1. For inspection of vehicle requirements refer to Section B, Item 11 (pg. 98).

7390 **ITEM 445 - PACKAGING AND MARKING REQUIREMENTS (HAZ)**

7391 1. TSPs will inspect hazardous material shipments tendered for air service to ensure the
7392 consignor has prepared, packaged, and documented the shipment in accordance with
7393 Code of Federal Regulations (CFR) 49, International Air Transport Association (IATA),
7394 or International Civil Aviation Organization (ICAO) regulations governing the
7395 commercial airline industry.

7396 2. Nonscheduled TSPs or freight forwarders which own/operate leased or corporation aircraft
7397 will inspect hazardous material shipments tendered for air service to ensure the consignor
7398 has prepared, packaged, and documented the shipment in accordance with CFR 49.

- 7399 3. Inspected hazardous material shipments found to be improperly prepared, packaged, or
 7400 documented in accordance with CFR 49, IATA, or ICAO shall be returned to the
 7401 consignor for correction.
- 7402 4. Pieces with a floor bearing weight in excess of what can be loaded on the available aircraft
 7403 must be provided with a suitable skid or base which will distribute the weight to what can
 7404 be loaded on the available aircraft. The weight of such skid or base shall be included in
 7405 the weight of the shipment.
- 7406 5. The hazardous material shall be processed by the TSP for a charge of HAZ (1) \$ _____
 7407 per shipment.

7408 **IV. TRANSPORTATION PROTECTIVE SERVICES RULES**

7409 **ITEM 447 - All TPS air cargo must move under constant surveillance (CIS),**
 7410 **along with the Signature and Tally Record Service (675) outlined below. In**
 7411 **addition, all TPS cargo must move under D1, next day service.**

7412 *NOTE: SEE SECTION A, PART VI, TERMS AND CONDITIONS APPLICABLE TO*
 7413 *ALL MODES (pg. 68), AND SECTION A, ITEM B, TRANSPORTATION*
 7414 *PROTECTIVE SERVICE COMPATIBILITIES (pg. 68).*
 7415

7416 **ITEM 449 - SIGNATURE AND TALLY RECORD SERVICE**
 7417 **(675)/ELECTRONIC SIGNATURE SERVICE**

- 7418 1. TSP shall provide Signature and Tally Record Service (675) upon request of the
 7419 consignor, subject to the following:
- 7420 a. The service is designed to provide continuous responsibility for the custody of DoD
 7421 shipments in transit. It requires a Signature and Tally Record (DD Form 1907) from
 7422 each person responsible for the proper handling of the shipment at specified stages of
 7423 its transit from origin to destination.
- 7424 b. The consignor or his agent must place and sign the following annotation on the bill of
 7425 lading:
- 7426 **"Signature and Tally Record requested. DD Form 1907 furnished to TSP.**
 7427
- 7428 **DATE _____ SIGNATURE _____ TITLE _____**
 7429
- 7430 c. Air TSPs performing 675 for DoD may use either a DD Form 1907, their own
 7431 commercial signature form, or an electronic signature service to provide the record of
 7432 continuous accountability and custody required for 675 shipments. The options are
 7433 further explained below:
- 7434 i. A TSP-supplied form will provide a complete record of the chain of custody of
 7435 the shipment and will have a standardized block of data pertinent to the
 7436 government shipment, including all data elements contained in Section A of
 7437 the DD Form 1907. It will provide a chain of custody for the shipment

7438 through each terminal handling point at origin, hub, or other interline point(s)
 7439 and at destination. The TSP form shall be supplied to consignors by the air
 7440 TSP in advance to allow for preparation of the shipment. The form shall be
 7441 assembled in sufficient copies to cover all handling points and provide a
 7442 signed copy to the consignee.

7443 ii. TSPs may also offer an Electronic Signature Service that shows the movement
 7444 of the shipment through the TSP system as recorded by certain electronic
 7445 scans. When electronic tracking scans are used, neither actual signatures of
 7446 persons handling the shipment nor a manually prepared Signature and Tally
 7447 Record is required. However, a hard copy printout must be presented by the
 7448 TSP to the consignee within three business days of shipment receipt. This
 7449 printout will show scans at pickup and delivery and will also show movement
 7450 as applicable into and out of terminals, stations, and/or hub locations. Upon
 7451 request from the consignor or consignee, a TSP must be able to provide the
 7452 identity of each person responsible for the scans, as reflected in the electronic
 7453 records.

7454 d. In addition to all rates and charges for transportation, shipments on which 675 is
 7455 provided at consignor's request shall be subject to a charge of 675(1) \$_____ per
 7456 shipment. In Section F(1) of the DoD Standard Tender of Freight Services, TSP will
 7457 enter 675(1).

7458 **ITEM 451 - CONSTANT SURVEILLANCE AND CUSTODY SERVICE**
 7459 **(CIS)**

7460 1. In addition to the requirements identified in Section A and Section B, Item 101 (pg. 123),
 7461 the following applies to the air portion of air Constant Surveillance and Custody Service
 7462 (CIS) shipments:

7463 a. For parked aircraft with Transportation Protective Service (TPS) material on board,
 7464 ensure the aircraft is parked within the confines of a commercial airport that has
 7465 access control under FAA rules and guidelines, or on a military installation or DoD
 7466 contractor location. If the aircraft is parked anywhere else, or if the
 7467 classified/sensitive cargo is removed from the aircraft or is awaiting loading or
 7468 unloading, the shipment must be under required degree of observation by employees
 7469 of the airline transporting it as required by the terminal standards for motor CIS,
 7470 defined in Section B, Item 101 (pg. 123). As an alternative to observation, the
 7471 shipment may be placed in a secure-holding area.

7472 b. Observation of the shipment is not required during the period it is stored in an aircraft
 7473 in connection with flight, provided the shipment is loaded into a compartment that is
 7474 not accessible to any unauthorized person. Conversely, if the shipment is loaded into
 7475 a compartment of the aircraft that is accessible to an unauthorized person aboard, the
 7476 shipment must remain under the constant surveillance of a cleared escort or qualified
 7477 Transportation Service Provider (TSP) representative. Observation is required during
 7478 loading and unloading operations and at any intermediate stops along the flight route.

7479 c. Route shipments accepted for transport under CIS only via TSPs that can provide CIS.

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

7480 2. In addition to all rates and charges for transportation, air shipments on which DoD CIS is
7481 provided at consignor's request shall be subject to a charge of CIS(1) \$_____ per
7482 shipment. TSP will enter CIS(1) in Section F, Item 1, of the DoD tender.

7483 3. Closed Area Storage (Security Cages) Requirements

7484 a. GENERAL: Closed area storage shall be constructed in accordance with the
7485 requirements set forth in DoD 5220.22-M, Chapter 5, Section 8, for safeguarding
7486 classified material: <http://www.dtic.mil/whs/directives/corres/pdf/522022m.pdf>

7487 **ITEM 453 - EXPRESS TSP**

7488 1. Classified and sensitive materials requiring air-express service are limited to the USPS,
7489 and the two TSPs, UPS and FedEx awarded under the NGDS (domestic portion) contract.
7490 Use of other non-approved TSPs is strictly prohibited.

2ND DRAFT

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**SECTION G – SPECIFIC SIMPLE FEDERAL
ACQUISITION TRANSPORTATION/ SERVICE
CONTRACT ACT (SCA) PROVIDER RULES**

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

- 7502 1. TSPs must comply with the Service Contract Act (41 USC 6703).
- 7503 a. DoD qualified motor carriers are responsible for following the requirements of the
7504 SCA. The wage determination rates applicable to motor carriers moving freight for
7505 the DoD are based on shipment origin, within one of the nine origin regions, as
7506 outlined in the applicable Wage Determination.
- 7507 b. All transportation contracts, to include individual Bills Of Lading (BOLs), must
7508 comply with the SCA. DoD regulations, (MFTURP-1 and DTR), do not relieve the
7509 responsibility for motor carriers to follow the provisions outlined by the SCA
7510 requirements mentioned above.
- 7511 c. The Federal Register and the Code of Federal Regulations are the official sources for
7512 regulatory information published by the DOL.
- 7513 d. SCA supporting documentation can be found on the SDDC public website:
- 7514 i. The current Wage Determinations can be found at:
7515 <https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Wage%20De>
7516 [termination.pdf](https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Wage%20De)
- 7517 ii. The DOL SCA Compliance Guide can be found at:
7518 <https://www.sddc.army.mil/domTrans/Pages/default.aspx>, Service Contract
7519 Act Tab
- 7520 iii. The SCA Origin Regions can be found at this link:
7521 <https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Regions.PNG>
7522
- 7523 2. Contractor Gratuities. A TSP may be removed from the program if the TSP offered or
7524 gave a gratuity (including an entertainment or gift) to an officer, official, or employee of
7525 the Government with the intent to obtain favorable treatment. There may be additional
7526 actions against the TSP under the DTR, MFTURP-1, or applicable law.
- 7527 3. Prohibition against contingent fees. By moving government cargo under this MFTURP,
7528 the TSP agrees that it has not employed or retained any person or agency to solicit or
7529 obtain the contract under an understanding or agreement for a commission, percentage,
7530 brokerage, or contingent fee, except a bona fide employee or established commercial or
7531 selling agency maintained by him to obtain business.
- 7532 4. Anti-Kickback Act Compliance. TSP agrees to comply with the requirements of the Anti-
7533 Kickback Act of 1986 (now codified at 41 U.S.C. Chapter 87, Kickbacks). In
7534 transportation contracts with the government (including those moved by Tender and
7535 BOL) in excess of \$150,000, the TSP shall have in place and follow reasonable
7536 procedures designed to prevent and detect violations of the Kickbacks Statute in its own
7537 operations and direct business relationships (e.g., company ethics rules prohibiting
7538 kickbacks by employees, agents, or subcontractors; education programs for new
7539 employees and subcontractors, explaining policies about kickbacks, related company
7540 procedures and the consequences of detection; procurement procedures to minimize the
7541 opportunity for kickbacks; audit procedures designed to detect kickbacks; periodic
7542 surveys of subcontractors to elicit information about kickbacks; procedures to report

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

- 7543 kickbacks to law enforcement officials; annual declarations by employees of gifts or
7544 gratuities received from subcontractors; annual employee declarations that they have
7545 violated no company ethics rules; personnel practices that document unethical or illegal
7546 behavior and make such information available to prospective employers.
- 7547 **5. Prohibition of contractors limiting subcontractor sales directly to the United States.** On
7548 any contract (including Tenders and BOLs) in excess of the simplified acquisition
7549 threshold (41 USC 134), the TSP shall not enter into any agreement with a subcontractor
7550 under the contract that has the effect of unreasonably restricting sales by the
7551 subcontractor directly to the United States of any item or process made or furnished by
7552 the subcontractor under the contract or otherwise act to restrict unreasonably the ability
7553 of a subcontractor to make sales to the United States.
- 7554 **6. Limitation on use of appropriated funds to influence certain Federal contracting and**
7555 **financial transactions.** 31 USC 1352 prohibits a recipient of a Federal contract, from
7556 using appropriated funds to pay any person for influencing or attempting to influence an
7557 officer or employee of any agency, a Member of Congress, an officer or employee of
7558 Congress, or an employee of a Member of Congress in connection with any covered
7559 Federal actions. The term “appropriated funds” does not include profit or fee from a
7560 covered Federal action. To the extent a person can demonstrate that the person has
7561 sufficient monies, other than Federal appropriated funds, the Government shall assume
7562 that these other monies were spent for any influencing activities that would be
7563 unallowable if paid for with Federal appropriated funds. 31 USC 1352 also requires
7564 offerors to furnish a declaration consisting of both a certification and a disclosure, with
7565 periodic updates of the disclosure after contract award.
- 7566 **7. Requirement to Inform Employees of Whistleblower Rights:**
- 7567 **a.** The Contractor shall inform its employees in writing, in the predominant native
7568 language of the workforce, of contractor employee whistleblower rights and
7569 protections under 10 U.S.C. 2409.
- 7570 **b.** The Contractor shall include the substance of this clause, including this paragraph (b),
7571 in all subcontracts.
- 7572 **8. Equal Employment Opportunity.** TSP agrees to adhere to Executive Order 11246 (Equal
7573 Employment Opportunity), as amended. TSPs shall comply with these specific
7574 provisions. In general, the Executive Order prohibits federal contractors and federally
7575 assisted construction contractors and subcontractors, who do over \$10,000 in
7576 Government business in one year from discriminating in employment decisions on the
7577 basis of race, color, religion, sex, sexual orientation, gender identity or national origin.
7578 The Executive Order also requires Government contractors to take affirmative action to
7579 ensure that equal opportunity is provided in all aspects of their employment.
7580 Additionally, Executive Order 11246 prohibits federal contractors and subcontractors
7581 from, under certain circumstances, taking adverse employment actions against applicants
7582 and employees for asking about, discussing, or sharing information about their pay or the
7583 pay of their co-workers.

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

- 7584 9. TSPs must comply with the Service Contract Act (41 USC 6703). On the date a service
7585 employee begins work on a contract to which this Act applies, the contractor or
7586 subcontractor will deliver to the employee a notice of the compensation required under
7587 paragraphs (1) and (2) of the Act, on a form prepared by the Federal agency (see
7588 Appendix ___) or will post a notice of the required compensation in a prominent place at
7589 the worksite.”
- 7590 a. The Department of Labor (DOL) reaffirmed the requirement for SDDC motor carriers
7591 to follow the provisions of the SCA. The DOL Wage and Hour Division (WHD) has
7592 sole SCA enforcement responsibility of the wage and benefit requirements of the
7593 SCA.
- 7594 b. SDDC motor carriers are responsible for following the requirements of the SCA. The
7595 SCA requires contractors and subcontractors performing service in excess of \$2,500
7596 to pay employees no less than the wage rates and benefits found prevailing in the
7597 locality. For tenders, a contract is considered to be completed by the issuance of a
7598 bill of lading. The wage determination rates applicable to motor carriers moving
7599 freight for the DoD are based on shipment origin, within one of the nine origin
7600 regions, as outlined in the applicable Wage.
- 7601 c. All transportation contracts, to include individual Bills Of Lading (BOL's), in excess of
7602 \$2,500 must comply with the SCA. Department of Defense regulations, (MFTURP-1
7603 and DTR), do not relieve the responsibility for motor carriers to follow the provisions
7604 outlined by the DOL SCA requirements mentioned above. The Federal Register and
7605 the Code of Federal Regulations are the official sources for regulatory information
7606 published by the DOL. The DOL provided a Compliance Guide to facilitate access to
7607 information on the SCA. It, along with other supporting documentation, can be found
7608 on the SDDC public website:
7609 <https://www.sddc.army.mil/domTrans/Pages/default.aspx>.
- 7610 10. Minimum Wage for Contractor Employees:
- 7611 a. The Contractor shall pay to workers, while performing in the United States, and
7612 performing on, or in connection with, this contract, a minimum hourly wage rate of
7613 \$10.10 per hour beginning January 1, 2015.
- 7614 b. The Contractor shall adjust the minimum wage paid, if necessary, beginning January 1,
7615 2016, and annually thereafter, to meet the applicable annual E.O. minimum wage.
7616 The Administrator of the Department of Labor's Wage and Hour Division (the
7617 Administrator) will publish annual determinations in the Federal Register no later
7618 than 90 days before the effective date of the new E.O. minimum wage rate. The
7619 Administrator will also publish the applicable E.O. minimum wage on
7620 www.wdol.gov (or any successor Web site) and a general notice on all wage
7621 determinations issued under the Service Contract Labor Standards statute or the Wage
7622 Rate Requirements (Construction) statute, which will provide information on the E.O.
7623 minimum wage and how to obtain annual updates. The applicable published E.O.
7624 minimum wage is incorporated by reference into this contract.

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

- 7625 11. Small Business Provisions. In accordance with 15 USC 637, TSPs shall to arrange for
7626 the performance of transportation contracts by negotiating or otherwise letting
7627 subcontracts to socially and economically disadvantaged small business concerns for
7628 construction work, services, or the manufacture, supply, assembly of such articles,
7629 equipment, supplies, materials, or parts thereof, or servicing or processing in connection
7630 therewith, or such management services as may be necessary to enable the
7631 Administration to perform such contracts.
- 7632 12. Veteran Preference. In transportation contracts in the amount of \$100,000 or more, TSPs
7633 shall take affirmative action to employ and advance in employment qualified covered
7634 veterans IAW 38 USC 4212.
- 7635 13. Employment of Individuals with Disabilities. In transportation contracts in the amount of
7636 \$100,000 or more, TSPs shall take affirmative action to employ and advance in
7637 employment qualified individuals with disabilities IAW 29 USC 793.
- 7638 14. Taxpayer Identifying Number. TSPs must provide their Taxpayer Identifying Number
7639 (TIN) as part of their program enrollment/eligibility IAW 31 USC 7701(c).
- 7640 15. National Labor Relations Act Compliance. TSPs engaging in government contracts, to
7641 include non-FAR transportation contracts, shall comply with the requirements of 29 USC
7642 151-169.

Appendix A – Type of Equipment Codes

The most current Type of Equipment Codes are accessible by all users, to include Department of Defense contractors and vendors, through the Defense Transportation Electronic Business (DTEB) website at <https://www.ustranscom.mil/cmd/associated/dteb/> by clicking on “Reference Data” and “Transportation Equipment Type Code”.

TRNSPR TN_EQP MN2_CD	TRAN_EQ U_TY_EQ U_DSCRIP TN_CD	TRNSPRTN_EQPMN2_TX
8X	O	Pipeline
A10	M	410 Dromedary, 102" L x 75 1/2" H x 92" W, 410 cubic feet
A11	M	Van, air ride, 45 ft or 48 ft, padded, equipped with electric hydraulic powered crane loading unloading system or hydraulic powered
A16	M	Special Dromedary with MRO
A18	M	Propeller Trailer
A20	M	Motor vehicle transport trailer
A30	M	Removable gooseneck
A40	M	Flat bed trailer, hot shot, 40 ft and over
A5	M	Tractor, air ride
A50	M	Van, closed, padded/logistics type, freight only, w/air ride suspension, 40 ft and over
A6	M	Tractor, other than air ride
A7	M	Flat bed, 30 feet and less, hooked in tandem as one unit
A8	M	Van, air ride, w/temperature and humidity control
A9	M	Van, closed, padded, w/air ride suspension 2nd & 3rd proviso only
AA1	M	Van, closed air ride, 30 ft and less
AA2	M	Van, closed air ride, 31-40 ft
AA3	M	Van, closed air ride, over 40 ft
AB0	M	Lowboy, level deck, 10 axles and over
AB2	M	Lowboy, level deck, 2 axles
AB3	M	Lowboy, level deck, 3 axles
AB4	M	Lowboy, level deck, 4 axles
AB5	M	Lowboy, level deck, 5 axles
AB6	M	Lowboy, double drop, air ride, w/outriggers, 3 axles
AB7	M	Lowboy, level deck, 7 axles
AB9	M	Lowboy, level deck, 9 axles
AC2	M	Expandable low bed trailer, 2 axles

Appendix A – Type of Equipment Codes

AC3	M	Expandable low bed trailer, 3 axles
AC4	M	Expandable low bed trailer, 4 axles
AD	M	Regular Dromedary
AD6	M	Dromedary with Mechanical Restraining Device (MRD)
AE0	M	Lowboy, double drop, 10 axles and over
AE2	M	Lowboy, double drop, 2 axles
AE3	M	Lowboy, double drop, 3 axles
AE4	M	Lowboy, double drop, 4 axles
AE5	M	Lowboy, double drop, 5 axles
AE6	M	Lowboy, double drop, w/outriggers, 3 axles
AE7	M	Lowboy, double drop, 7 axles
AE9	M	Lowboy, double drop, 9 axles
AF1	M	Flat bed, 30 ft and less
AF2	M	Flat bed, 31-40 ft
AF3	M	Flat bed, over 40 ft
AF4	M	Flat bed w/Conestoga trailers 30 ft and less
AF5	M	Flat bed w/Conestoga trailers 31-40 ft
AF6	M	Flat bed w/Conestoga trailers over 40 ft
AG1	M	Van, open, 30 ft and less
AG2	M	Van, open, 31-40 ft
AG3	M	Van, open, over 40 ft
AG4	M	Tautliner Van w/Tarps, 30' or less
AG5	M	Tautliner Van w/Tarps, 31' to 40'
AG6	M	Tautliner Van w/Tarps, over 40'
AH2	M	Drop frame trailer, drop/step deck, 2 axles
AH3	M	Drop frame trailer, drop/step deck, 3 axles
AI2	M	Drop frame trailer, drop/step deck, air ride, 2 axles
AI3	M	Drop frame trailer, drop/step deck, air ride, 3 axles
AJ0	M	Lowboy, level deck, air ride, 10 axles and over
AJ2	M	Lowboy, level deck, air ride, 2 axles
AJ3	M	Lowboy, level deck, air ride, 3 axles
AJ4	M	Lowboy, level deck, air ride, 4 axles
AJ5	M	Lowboy, level deck, air ride, 5 axles
AJ6	M	Lowboy, level deck, air ride, w/outriggers, 3 axles
AJ7	M	Lowboy, level deck, air ride, 7 axles

Appendix A – Type of Equipment Codes

AJ9	M	Lowboy, level deck, air ride, 9 axles
AK	M	Van, refrigerated, perishable food
AL2	M	Extendable flat bed trailer, 2 axles
AL3	M	Extendable flat bed trailer, 3 axles
AL4	M	Extendable flat bed trailer, 4 axles
AM0	M	Lowboy, double drop, air ride, 10 axles and over
AM2	M	Lowboy, double drop, air ride, 2 axles
AM3	M	Lowboy, double drop, air ride, 3 axles
AM4	M	Lowboy, double drop, air ride, 4 axles
AM5	M	Lowboy, double drop, air ride, 5 axles
AM6	M	Lowboy, double drop, air ride, w/outriggers, 3 axles
AM7	M	Lowboy, double drop, air ride, 7 axles
AM9	M	Lowboy, double drop, air ride, 9 axles
AN	M	Adjustable tilt bed trailer
AO	M	Driveaway/Truckaway
AO1	M	Straight truck, enclosed van, air ride, 12 ft, 5,000 lb, maximum cargo capacity
AO2	M	Straight truck, enclosed van, air ride, 20 ft, 13,000 lb, maximum cargo capacity
AO3	M	Straight truck, enclosed van, air ride, 12 ft, 5,000 lb, maximum cargo capacity
AO4	M	Straight truck, enclosed van, air ride, 20 ft, 13,000 lb, maximum cargo capacity
AO5	M	Straight truck, enclosed van, 20 ft, 13,000 lb, maximum cargo capacity, padded/logistics type, w/ air ride suspension
AO6	M	Pickup truck, with cap, 18 ft. long, 500 lbs maximum cargo capacity
AO7	M	Econo van, 17 ft long, 2,000 lbs maximum cargo capacity
AO8	M	Dump trailer, 28 ft long, 2 axle, hydraulic powered lift
AP	M	Aft steering unit
AQ0	M	Removable Gooseneck, 10 Axles and Over
AQ3	M	Removable Gooseneck, 3 Axles
AQ4	M	Removable Gooseneck, 4 Axles
AQ5	M	Removable Gooseneck, 5 Axles
AQ6	M	Removable Gooseneck, 6 Axles
AQ7	M	Removable Gooseneck, 7 Axles
AQ8	M	Removable Gooseneck, 8 Axles
AQ9	M	Removable Gooseneck, 9 Axles
AR	M	Van, refrigerated, other
AS	M	Livestock transporter
AT1	M	Tank, 5001-8000 gallons

Appendix A – Type of Equipment Codes

AT2	M	Tank, over 8000 gallons
AU	M	Container, shipper owned, environmental, temperature and humidity controlled
AV1	M	Van, closed, 30 ft and less
AV2	M	Van, closed, 31-40 ft
AV3	M	Van, closed, over 40 ft
AV4	M	Van, closed, Rollerbed, 40 ft, fixed rollers
AV5	M	Van, closed, Rollerbed, 40 ft, retractable rollers
AV6	M	Van, closed, Rollerbed, 45 ft and over, fixed rollers
AV7	M	Van, closed, Rollerbed, 45 ft and over, retractable rollers
AV8	M	Van, closed, 45 to 48 ft, 12' 4" high
AW0	M	Expandable Removable Gooseneck, 10 Axles and Over
AW2	M	Expandable Removable Gooseneck, 2 Axles
AW3	M	Expandable Removable Gooseneck, 3 Axles
AW4	M	Expandable Removable Gooseneck, 4 Axles
AW5	M	Expandable Removable Gooseneck, 5 Axles
AW6	M	Expandable Removable Gooseneck, 6 Axles
AW7	M	Expandable Removable Gooseneck, 7 Axles
AW8	M	Expandable Removable Gooseneck, 8 Axles
AW9	M	Expandable Removable Gooseneck, 9 Axles
AX	M	Flat bed, all lengths (twist lock)
AX0	M	Jig Trailer, 10 Axles and Over
AX2	M	Jig Trailer, 2 Axles
AX3	M	Jig Trailer, 3 Axles
AX4	M	Jig Trailer, 4 Axles
AX5	M	Jig Trailer, 5 Axles
AX6	M	Jig Trailer, 6 Axles
AX7	M	Jig Trailer, 7 Axles
AX8	M	Jig Trailer, 8 Axles
AX9	M	Jig Trailer, 9 Axles
AY1	M	Van, closed, 30 ft and less, double type single unit
AY2	M	Van, closed, 30 ft and less, hooked in tandem as one unit
AZ1	M	Flat bed, air ride, 30 ft and less
AZ2	M	Flat bed, air ride, 31-40 ft
AZ3	M	Flat bed, air ride, over 40 ft
EE	O	Bus

Appendix A – Type of Equipment Codes

KA	R	Box, automobile
KB1	R	Flat, bilevel, not enclosed
KB2	R	Flat, bilevel, enclosed
KC	R	Box, nuclear waste, DODX w/racks permanently affixed
KD	R	Gondola, drop ends
KE	R	Box, end door
KF1	R	Flat, any other type, not over 70'
KF2	R	Flat, any other type, over 70' but not over 90'
KG1	R	Gondola, any other type, 52' hi capacity
KG2	R	Gondola, any other type, 65' hi capacity
KH1	R	Hopper open-top, 80 tons and less
KH2	R	Hopper open-top, 100 tons, 2000 cubic feet
KH3	R	Hopper, closed-top, 70 tons, 2000 cubic feet
KH4	R	Hopper, closed top, 100 tons, 2929 cubic feet
KH5	R	Hopper, closed-top, 100 tons, 4000 cubic feet
KH6	R	Hopper, closed-top, 100 tons, 4600 cubic feet
KK1	R	Refrigerator, perishable foods, not over 53' mechanical
KK2	R	Refrigerator, perishable foods, over 53', but not over 61' mechanical
KL1	R	Flat, trilevel, not enclosed
KL2	R	Flat, trilevel, enclosed
KO1	R	Box, any other type, not over 52' 6"
KO2	R	Box, any other type, over 52' 6", but not over 60' 9"
KO3	R	Box, any other type, over 60' 9"
KP	R	Box, damage prevention type
KR1	R	Refrigerator, any other type, not over 53' mechanical
KR2	R	Refrigerator, any other type, over 53', but not over 65' mechanical
KS	R	Stock
KT1	R	Tank, 10,000 gallons
KT2	R	Tank, 20,000 gallons
KT3	R	Tank, 30,000 gallons
KU	R	Caboose, DODX armed guard
KW1	R	TOFC car
KW2	R	COFC car
KX	R	Box, missile, DODX w/refrigeration
KY	R	Flat, heavy duty

Appendix A – Type of Equipment Codes

KZ1	R	Flat, DODX, not over 60'
KZ2	R	Flat, DODX, over 60'
KZ3	R	Locomotive under own power, on own wheels
KZ4	R	Locomotive not under own power, on own wheels
KZ5	R	Locomotive not under own power, not on own wheels
MF	O	Freight Forwarder (Surface)
QA1	C	Non MILVAN, 20 feet and less
QA2	C	Non MILVAN, 24 feet
QA3	C	Non MILVAN, 27 feet
QA4	C	Non MILVAN, 35 feet
QA5	C	Non MILVAN, 40 feet
QA6	C	Non MILVAN, 45 feet and over
QM	C	MILVAN
QQ	A	Freight (Other than Freight Forwarder)
QU	A	Taxi
SS	A	Charter
TT	A	Freight Forwarder
WA	W	Steamship
WE	W	Covered Barge
WG	W	Cylinder Tank Barge
WI	W	Flush Deck Oil Barge
WK	W	Liquid Covered Barge
WM	W	Open Barge
WP	W	Special Auto Barge

Appendix B – DoD Unique Commodity Codes

The most current DoD Unique Commodity Codes are accessible by all users, to include Department of Defense contractors and vendors, through the Defense Transportation Electronic Business (DTEB) website at <https://www.ustranscom.mil/cmd/associated/dteb/> by clicking on “Reference Data” and “DOD Unique Commodity Classification Codes”.

National Motor Freight Classification (NMFC) for motor or Standard Transportation Commodity Code (STCC) for rail shipments must be used in the Standard Tender of Freight Services. When no NMFC or STCC exists, use the applicable Department of Defense (DoD) unique codes shown below. The released values shown for these commodities apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR 171.15 and 173.53.

DD_UNQ_CM DTY_C0_CD	DD_UNQ_CMDTY_C0_TX
014255	MISSILES OR ROCKETS, WITHOUT WARHEADS; OR MISSILE GUIDANCE CONTROL SYSTEMS OR ELECTRONIC GUIDANCE CONTROL APPARATUS; OR MISSILE OR ROCKET FRAME ASSEMBLIES CONTAINING ELECTRONIC APPARATUS; OR MOBILE MISSILE OR ROCKET GUIDANCE CONTROL SYSTEMS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND
06430001	AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISIONS 1.1 OR 1.2 RELEASED VALUE NOT EXCEEDING \$2.50 PER POUND
06430002	AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISIONS 1.2 AND 1.3 RELEASED VALUE NOT EXCEEDING \$2.50 PER POUND
06430003	AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISION 1.4 RELEASED VALUE NOT EXCEEDING \$2.50 PER POUND
06430004	MISSILES OR ROCKETS, GUIDED WITH WARHEADS, CLASS 1, DIVISIONS 1.1, 1.2 AND 1.3 RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND
12082002	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER TYPE OR JET PROPULSION TYPE, MOUNTED ON TRAILERS OR WHEELED SHIPPING CARRIERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND
12082003	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER TYPE OR JET PROPULSION TYPE OTHER THAN MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND
12082004	ENGINES, STEAM OR INTERNAL COMBUSTION, NOIBN, MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND

Appendix B – DoD Unique Commodity Codes

12082005	ENGINES, STEAM OR INTERNAL COMBUSTION, NOIBN, OTHER THAN MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND
145701	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT LESS THAN 40,000 POUNDS
14570101	MORTAR CARRIER, M106
14570102	MORTAR CARRIER, M106A1
14570103	MORTAR CARRIER, M106A2
14570104	PERSONNEL CARRIER, M113
14570105	PERSONNEL CARRIER, M113A1
14570106	PERSONNEL CARRIER, M113A2
14570107	PERSONNEL CARRIER, M113A3
14570108	MORTAR CARRIER, M125A1
14570109	MORTAR CARRIER, M125A2
14570110	FLAME THROWER CARRIER, M132
14570111	FLAME THROWER CARRIER, M132A1
14570112	ANTI-AIRCRAFT GUN, M163
14570113	MISSILE LOADER TRANSPORTER, M501
14570114	CARGO CARRIER, M548
14570115	CARGO CARRIER, M548A1
14570116	RECONNAISSANCE VEHICLE, M551
14570117	RECONNAISSANCE VEHICLE, M551A1
14570118	COMMAND POST CARRIER, M577
14570119	COMMAND POST CARRIER M577A1
14570120	COMMAND POST CARRIER M577A2
14570121	RECOVERY VEHICLE, M806
14570122	IMPROVED TOW CARRIER, M901
14570123	IMPROVED TOW CARRIER, M901A1
14570124	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT LESS THAN 40,000 POUNDS, RELEASED VALUE NOT TO EXCEED \$2.50 PER POUND PER VEHICLE
145702	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT 40,000 TO 59,999 POUNDS
14570201	BRADLEY TANK, M2
14570202	BRADLEY TANK, M2A2
14570203	BRADLEY TANK, M3
14570204	HOWITZER, M109

Appendix B – DoD Unique Commodity Codes

14570205	HOWITZER, M109A1
14570206	HOWITZER, M109A2
14570207	HOWITZER, M109A3
14570208	HOWITZER, M110
14570209	RECOVERY VEHICLE, M578
14570210	AMMUNITION TSP, M99
14570211	MULTIPLE ROCKET LAUNCHER, MLRS
14570212	ARMY TRACKED VEHICLE GROUP, W/WO GUNS, VEH WGT 40,000 TO 59,999 LBS, RELEASED VALUE NOT TO EXCEED \$2.50 PER POUND PER VEHICLE
145703	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT 60,000 POUNDS OR MORE
14570301	COMBAT TANK, M1
14570302	COMBAT TANK, M1A1
14570303	BRADLEY TANK, M3A2
14570304	COMBAT TANK, M48A1
14570305	COMBAT TANK, M48A2
14570306	BRIDGE LAUNCHER TANK, M48A2
14570307	COMBAT TANK, M48A
14570308	COMBAT TANK, M48A5
14570309	BRIDGE LAUNCHER TANK, M48A5
14570310	COMBAT TANK, M48C
14570311	BRIDGE LAUNCHER TANK, M48C
14570312	COMBAT TANK, M60A1
14570313	COMBAT TANK, M60A2
14570314	COMBAT TANK, M60A3
14570315	BRIDGE LAUNCHER TANK, M60C
14570316	RECOVERY VEHICLE, M88
14570317	RECOVERY VEHICLE, M88A1
14570318	HOWITZER, M110A1
14570319	HOWITZER, M110A2
14570320	COMBAT ENGINEER VEHICLE, M728
14570321	ARMY TRACKED VEHICLE GROUP, W/WO GUNS, VEH 60,000 OR MORE, RELEASED VALUE NOT TO EXCEED \$2.50 PER POUND PER VEHICLE
1929110	AMMUNITION, FIXED, CANNON, WITH EMPTY, INERT-LOADED OR SOLID PROJECTILE
1929145	FUZES, COMBINATION, PERCUSSION, TRACER OR TIME

Appendix B – DoD Unique Commodity Codes

1929191	AMMUNITION, FIXED, NEC, FOR CANNON
1931145	ARMY TRACTOR TANKS, WITH GUNS MOUNTED
1961110	AMMUNITION, SMALL ARMS
1991155	AMMUNITION, EXPLOSIVE, INCENDIARY OR GAS, SMOKE OR TEAR PRODUCING
2818023	DIMETHYLHYDRAZINE
2818238	HYDRAZINE
2818890	COMPRESSED GASES, NEC, POISON
2819215	NITRIC ACID
2911130	FUEL, JET
2911190	GASOLINE, NEC
3443175	HEAT EXCHANGERS, NAVAL REACTOR SYSTEM, NOT IRRADIATED
3711425	ARMORED PERSONNEL CARRIERS, MILITARY
3722115	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER OR JET PROPULSION TYPE
4111615	HOUSEHOLD GOODS, SECOND HAND (USED)
999901	ENGINES, I/C, RADIAL CYL/JET PROP TYPE MTD ON TRAILERS/WHEELED SHIP CONTAINERS
999902	ENGINES, I/C, RADIAL CYL/JET PROP TYPE O/T MTD ON TRAILERS/WHEELED SHIP CONTAINERS
999903	ENGINES, STEAM/IC, NOIBN, MTD ON TRAILERS/WHEELED SHIP CONTAINERS,
999904	ENGINES, STEAM/IC, NOIBN, O/T MTD ON TRAILER/WHEELED SHIP CONTAINERS
999906	CRATED HOUSEHOLD GOODS AND UNACCOMPANIED BAGGAGE, (DPM SHIPMENTS)
999908	VEHICLES, MTR FREIGHT, INCL TRACTORS(DRIVING TRUCKS FOR FREIGHT VEH/FIRE APPARATUS)
999909	VEHICLES, MOTOR, PASSENGER, INCL AMBULANCES/HEARSE
999910	SECOND PROVISO COMMODITIES, RVNE \$2.50 PER LB
999911	FREIGHT ALL KINDS, INCL HAZ MAT, BUT EXCLUDING (1) PERS PROP SHIP, INCL DPM, (2) CLASS A,B, AMMO, EXP OR FIREWORKS, (3) CLASS C AMMO, EXPLOS REQRING A DoD TPS, ETC. RV OT EXCEEDING \$20. PER LB
999912	FAK, EXCEPT CLASS 1, DIVISIONS 1.1, 1.2 AND 1.3 AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS AND OTHER HAZARDOUS MATERIALS

Appendix B – DoD Unique Commodity Codes

99991201	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 AMMO/EXPL/FR WRKS/CHEM MUN AND OTHER HAZARDOUS MATERIALS, BUT INCLUDING DPM SHIPMENTS OF CRATED HHG AND UB
999913	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 EXPL/FR WRKS/CHEM MUN, BUT INCLUDING OTHER HAZMAT & NON-SENSITIVE CLASS 1, DIV 1.4, COMMODITIES LESS THAN 1,001 LBS.
99991301	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 EXPL/FR WRKS/CHEM MUN, BUT INCLUDING OTHER HAZMAT & NON-SENSITIVE CLASS 1, DIV 1.4, COMMODITIES LESS THAN 1,001 LBS. AND DPM SHIPMENTS OF CRATED HHG AND UB
999914	FAK, AIR SHIPMENTS, EXCEPT COMMODITIES SHOWN IN SECTION F, ITEM 433 (HAZARDOUS OR DANGEROUS COMMODITIES)
99991501	GASOLINE/GASOHOL, AUTOMOTIVE
99991502	GASOLINE, AVIATION
99991503	KEROSENE
99991504	TURBINE FUEL, AVIATION OTHER THAN JP-4,5,7,8,10 OR JPTS
99991505	DIESEL FUEL
99991506	FUEL OIL, BURNER
99991507	LUBRICATION OIL
99991508	TURBINE FUEL, AVIATION, JP-4
99991509	TURBINE FUEL, AVIATION, JP-5
99991510	TURBINE FUEL, AVIATION, JP-7
99991511	TURBINE FUEL, AVIATION, JP-8
99991512	TURBINE FUEL, AVIATION, JP-10
99991513	TURBINE FUEL, AVIATION, JPTS
99991514	TURBINE FUEL, AVIATION F24
999916	FAK, ITEM DESCRIPTION
999917	ARMY TRACTOR TANKS AND TRACKED VEHICLES UNSERVICEABLE, NOT FOR FURTHER USE, RVNX .40 PER POUND
999918	SECOND PROVISO COMMODITIES, ITEM DESCRIPTION
999919	THIRD PROVISO COMMODITIES, ITEM DESCRIPTION
999920	THIRD PROVISO COMMODITIES, RVNE \$2.50 PER LB
999921	FAK, AS DESCRIBED IN THE GOVERNING RULES PUBL., SUBJ TO FULL COMMON CARRIER LIABILITY
999922	FAK, ITEM DESCRIPTION
999923	FAK, ITEM DESCRIPTION
999924	FAK, ITEM DESCRIPTION

Appendix B – DoD Unique Commodity Codes

999925	PERISHABLE SUBSISTENCE REQUIRING TEMPERATURE CONTROL (SUBJECT TO FULL COMMON CARRIER LIABILITY)
999926	THIRD PROVISO COMMODITIES, SUBJECT TO FULL COMMON CARRIER LIABILITY, (BASE CLOSURES ONLY)
999927	FAK, EXCEPT CLASSES A, B, C, INCLUDE HAZMAT, RVNE \$9.07 PER LB PER PIECE OR \$250. PER PIECE, WHICHEVER IS GREATER, NEAV (AIR GT ONLY)
999928	HEAT EXCHANGERS, NOI, RVNE \$.40 PER LB (SPECIAL NEG, DOE/NAVY ONLY)
999929	FAK, ITEM DESCRIPTION AND CARRIER LIABILITY AS DESCRIBED IN GOVERNING RULES PUBLICATION (SMALL PKG SURFACE AGREEMENT ONLY)
999931	FAK, EXCEPT COMMODITIES EXCLUDED IN ITEM 417, MFTURP-1, SECTION F RVNE, \$1.00 PER POUND, OR \$100.00 PER PIECE, WHICHEVER IS GREATER BUT NOT EXCEED ACTUAL VALUE.
999932	FAK, INCL CERTAIN HAZMAT, EXCLUDESHAZ CL 1, DIV 1.1-1.6, RVNE \$9.07 PER PD PER PIECE/\$250. WHICHEVER IS GREATER NE ACTUAL VALUE (AIR TAXI)
999935	PERISHABLE SUBSISTENCE REQUIRING TEMPERATURE CONTROL
99994110	AMMUNITION CARRIER, M992
999954	SPECIAL DETENTION
999959	ACCESSORIAL SERVICES
999960	DINITROGEN, TETROXIDE, LIQUEFIED (N2O4) BULK OR CONTAINERS
999961	DIMETHYLHYDRAZINE, UNSYMMETRICAL (UDMH), BULK/CONTAINERS
999962	HYDRAZINE, ANHYDROUS (AH), IN BULK OR CONTAINERS
999963	HYDRAZINE, AQUEOUS SOLUTION WITH MORE THAN 64% HYDRAZINE BY MASS (H-70), IN BULK OR CONTAINERS
999964	METHYLHYDRAZINE (MMH), IN BULK OR CONTAINERS
999965	TOXIC LIQUID, FLAMMABLE, ORGANIC, NOS, INHLA HAZARDOUS PACKAGE GROUP 1, ZONE B, IN BULK OR CONTAINER, RV NE \$2.50 PER POUND
999966	NITRIC ACID, RED FUMING (IRFNA), IN BULK OR CONTAINERS
999967	FLUORINE, COMPRESSED (GASEOUS)
999968	TIER 1 BSAT TIER 1 BIOLOGICAL SELECT AGENTS AN D TOXINS (TIER 1 BSAT)
999980	TPS RULES
999989	TOW BARGES

Appendix C – Codes For Accessorial Services

ANSI code	Description
020	Address Corrections
045	Advancing Charges
405	Fuel Surcharge/Adjustment
490	Crane Operator at Destination
495	Crane at Destination
500	Crane at Origin
505	Crane Operator at Origin
520	Over dimensional Freight Service (Truckload)
675	Signature and Tally Record Service
AAM	Materials
AAS	Attendants Accompanying Government Freight Shipments
ADL	Advance Loading Service
AIB	Additive/Conductivity/Icing Inhibitor Service
AIR	Sends Service Level/Type Information
ARG	Rail Armed Guard Surveillance Service
BLK	Blocking, Bracing and Tie-Down Service for Rail
CGC	Caboose/Guard Cars Furnished/Occupied
CHN	Chains and Binders
CIS	DoD Constant Surveillance Service
CLN	Cleaning
CTR	Circuitous Routing
DCS	Trailer Tracking Service
DDP	Dual Driver Protective Service
DEL	Arms, Ammunition, and Explosive Shipment Delivery (Motor)
DEL	Receipt and Issue (Pipeline)
DEM	Demurrage (Straight)
DEP	Detention: Vehicles with Power Units
DET	Detention: Vehicles without Power Units
DPD	Drayage at Destination
DPE	Drayage at Origin
DRS	Disaster Recovery Surcharge (Pipeline)
DTB	Detention of Vehicles
ECR	Escorts and Couriers
ECS	Empty Cars Ordered But Not Used
ELS	Extra Lights
EMT	Empty Movement of Equipment
ERS	Equipment, Empty Trailers – Return of
EVC	Excess Valuation
EXC	Exclusive Use of Trailer or Dromedary
EXD	Extra Driver

Appendix C – Codes For Accessorial Services

ANSI code	Description
EXP	Expedited Service
FCS	Furnishing Chassis for COFC Shipments
GDS	Incentive Scheduled Delivery
GSS	Greater Security Service
HAZ	Hazardous Materials Handling
HHB	Handling Freight At Positions Not Immediately Adjacent To Vehicle
HOL	Sunday/Holiday Pickup/Delivery
HOS	Hose
HOX	
EDD	
EDO	
HRS	Heater/Refrigerator Service
IDC	Idler Car
IMP	Impactographs
IMS	Intermodal Shipments
LAS	Loss of Product
LDA	TSP to Load (Rail)
LDL	TSP to Unload (Rail)
LFD	Dedicated Switch Engine Crew at Destination
LIE	Liability of TSP
LMD	Dedicated Switch Engine at Destination
LME	Dedicated Switch Engine at Origin
LTE	Dedicated Switch Engine Crew at Origin
MES	Escort/Flagman/Telephone Service
MEN	
MET	
MTX	Military Traffic Expediting Service
ORS	Receipt/Issue Other Than Normal Operating Hours
PAJ	Unassisted Pumping Service
PER	Overweight Permit Shipment
PRD	Portable Ramps at Destination
PRL	Prelodging
PRO	Portable Ramps at Origin
PSS	Protective Security Service
PTS	Protective Tarping Service
PUC	Pickup Charges for Scheduled Services
PUD	Pickup/Delivery (on workdays outside normal operating hours)
RCC	Reconsignment/Diversion
RCL	Redelivery
RDH	Technical Assistance for Loading
RIS	Rail Inspection Service
RLS	Relocation of Vehicles
RMC	Return Empty Containers/Pallets
RMP	Return Movement of Pallets

Appendix C – Codes For Accessorial Services

ANSI code	Description
RSS	Restricted Speeds
SAT	Saturday Pickup/Delivery
SDL	Split Delivery
SEV	Security Escort Vehicle Service
SFT	Special Train Service
SNS	Satellite Motor Surveillance Service
SOC	Stop-off in Transit
SPA	Allowances
SPU	Split Pickup
SRG	Storage
SRS	Surveying Routes (Motor)
SRS	Security Recovery Surcharge (Pipeline)
STO	Stowage
SVS	Storage of Vehicles
TER	TSP to Unblock, Unbrace and/or Untie (Rail)
TMV	Tendering of Multiple Vehicles
TOW	Towaway
UBL	Secure and Release Loads
URC	Loading-Unloading by TSP
VFN	Vehicles Furnished but not Used
WDS	Waterfront Delivery
WTV	Weight Verification

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

The most current Routing Instruction Notes Codes are available on the United States Transportation Command (USTRANSCOM) website at <https://www.ustranscom.mil/cmd/associated/dteb/>. Click on “Reference Data” and “Routing Instruction Notes Code”.

RTE_INSTR_NT_CD	RTE_INSTR_NT_TX
101	CMOS BL only. Annotate BL: "This US Government shipment is subject to the terms and conditions listed in 41 CFR 102-117, Transportation Management, and 41 CFR 102-118, Transportation Payment and Audit."
102	Annotate BL: "Security escort vehicle service requested."
103	Annotate BL: "In-transit emergency contact information: (1) For DOD general hazardous (excludes Explosive and Radioactive) material shipments contact the DLA hotline, 800-851-8061. (2) For Ammunition and Explosive (Class 1) shipments, contact the Army Operations Center (AOC) at 703-695-4695/4696 or DSN225-4695/4696; ask for Watch Officer. (3) For Radioactive material (Class 7), contact the appropriate shipment sponsor's hotline: (Army: 703-695-4695/4696 or DSN225-4695/4696; USAF: 202-767-4011; DLA: 800-851-8061; at sea dial 804-279-3131). (4) For DOD Chemical/Bio Warfare Material contact the 20th CBRNE Command at 410-436-6200. (5) For DOD Secure Holding contact DTTS at 800-826-0794."
104	Shipper will request the carrier to provide dual driver protective service (DDP). Annotate BL: "Dual driver protective service (DDP) requested. Both drivers must possess or be in the process of obtaining a secret clearance. One driver must possess an interim or final SECRET clearance and the second driver will have submitted an E-QIP through DSS and not have been previously denied a final clearance. Signature and Tally Record (DD form 1907) furnished to carrier."
105	Annotate BL: "Use of Signature and Tally Record requested. DD Form 1907 furnished to carrier."
107	Annotate BL: "Move shipment by door-to-door trailer-on-flatcar (TOFC) service."
108	Consignor must include the consignee [destination] telephone number on the BL for all FAK and AA&E shipments.
109	Annotate BL: "Carrier to load and unload."
110	Annotate BL: "Loading performed by ["carrier" or "shipper"]; unloading performed by ["carrier" or "consignee", as appropriate]."
111	Annotate BL: "Shipper to load and consignee to unload." Does not apply to tow away shipments.
112	Annotate BL: "Flame or heat producing tools will not be used to remove security devices."

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

113	Annotate BL: "Protective security service (PSS) required. Both drivers must possess a secret clearance Both drivers in the same line-haul vehicle must possess an interim SECRET security clearance under the DODIS Program. Signature and Tally Record (DD Form 1907) furnished to carrier."
114	Except for movements requiring Motor surveillance service (MVS), Annotate BL: "Carrier to notify [name of consignor and consignee with duty and 24-hour non-duty telephone numbers] immediately if shipment is delayed en route because of an accident or incident. If neither can be reached, contact DTTS hotline at (800) 826-0794. Use hotline number to obtain safe haven or refuge instructions in the event of a civil disorder, natural disaster, carrier strike or other emergency."
115	Export: When a shipment is consigned overseas direct, or is forwarded to a port for export, Annotate BL: "For Export."
116	Annotate BL: "Released value not exceeding [released value per pound as furnished in the route order] per pound."
117	Annotate BL: "Released value not exceeding \$20,000 for each vehicle in the shipment."
118	Security Risk Category (SRC) I and II AA&E shipments are restricted to short stops in transit of 2 hours or less. Shipments will depart origin-shipping activities and will arrive at the destination point without delay. In the event of an incident/accident, or during secure hold emergencies, carrier will notify DTTS at 1-800-826-0794. Stops exceeding two (2) hours must be approved by SDDC.
119	Annotate BL: with the size of each piece of carrier equipment loaded to capacity and the weight of any overflow. DTR Appendix G4, Pickup Service Furnished Block Vehicle Fully Loaded.
120	Annotate BL: "Shipper seal(s) applied. Carrier may remove seal(s) and replace with equivalent seal(s) on prior consent of consignor. If seals are broken in emergencies, notify consignor [consignor name with duty and 24-hour non-duty telephone numbers] as soon as possible. Carrier must annotate seal changes on BL. Application of shipper seal(s) does not constitute a request for exclusive use of vehicle."
121	Annotate BL: "Department of Defense shipment. No export declaration or license required."
122	Annotate BL: "Foreign Military Sales shipment."
123	On BL separate from weight of freight being shipped, show weights, each separately, for pallets, platforms, skids, dunnage, bulkheads, partitions, and door protection (NOTE: When shipped by motor, rate includes free transportation of dunnage and pallets when minimum weight per vehicle is assessed. When shipped by rail, rate also includes free transportation of dunnage not in excess of 2,000 pounds. Weight in excess of 2,000 pounds will be charged at the rate for commodity shipped.)
131	Use alternate route only when initial carrier cannot provide equipment and service is to best advantage of the Government, or when there is not sufficient tonnage to meet minimum weight requirements of the lowest-rated carrier and use of higher alternate carrier will result in lower transportation charges.

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

133	Tender as a volume shipment. Comply with Para C.4., DTR Part II CH 206.
134	FREIGHT, all Kinds rate (s) apply. Comply with MFTRP current version and subsequent updates.
140	Notify consignee to pick up shipment at destination point shown on BL.
141	Load entire shipment on [number of vehicles or cars as provided in route order]. If unable to comply, withhold shipment and notify SDDC routing office.
142	Annotate BL: "Armed Guard Surveillance requested. Signature and Tally Record (DD Form 1907) furnished to carrier."
143	Annotate BL: "DOD Constant Surveillance Service requested. Signature and Tally Record (DD Form 1907) furnished to carrier." Contact DTTS Hotline (800) 826-0794 to obtain safe haven or refuge instructions in the event of a civil disaster, natural disaster, carrier strike or other emergency."
146	Transmit REPSHIP to consignee same day shipment is moved.
147	Forward REPSHIP to CONUS water terminal and Water Clearance Authority. REPSHIP format is prescribed in DTR CH 204
150	Advance approval required by the Transportation Facilities Guide has been obtained from consignee for this shipment.
152	To assure availability of equipment to handle heavy lift cargo, see appropriate Transportation Facilities Guide.
153	If rocket motors are shipped in a propulsive state, route order is valid only if shipment is approved by the cognizant military authority designated in the following: a. ATA Hazardous Materials Tariff, ATA 111 series, b. 49 CFR.
155	Shipment must comply with all requirements of: a. ATA Hazardous Materials Tariff ATA 111 series; b. Bureau of Explosives Tariff, BOE-6000 series; c. 49 CFR, Parts 100-177.
156	Annotate the BL: with the total quantity and weight of MILVAN restraining bars.
158	[Name of carrier(s) as provided in Route Order] is/are disadvantaged/woman-owned and is/are considered service and cost competitive on this standing route order. Shipper will establish a goal of offering this/these carrier(s) up to 25 percent of the tonnage. This is a goal, not a quota. The amount of traffic offered will depend upon carrier capability and length of time competitive, which may preclude the ability to handle as much as 25 percent of the tonnage.
160	Annotate BL: "Drivers entering Piketon Annex, Defense Depot Columbus, Ohio will be requested to wear a radiation monitoring device, solely as a precautionary measure."
161	When ordering carrier equipment to pickup shipments consigned to Piketon Annex, Defense Depot, Columbus, Ohio notify carrier that delivering driver will be requested to wear a radiation-monitoring device, solely as a precautionary measure.
162	Freight All Kinds (FAK)-DOD Unique Number 999912.
163	Instruction:Freight All Kinds (FAK)-DOD Unique Number 999912 Sub No. 1.
164	Freight All Kinds (FAK) - DOD Unique Number 999913.

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

165	Freight All Kinds (FAK)-DOD Unique Number 99913 Sub No. 1.
200	Request Military Traffic Expediting Service (MTX) call SDDC Intransit Visibility Office at commercial 757-878-7455 or DSN 826-7455 and provide shipment information and rail car initials and numbers.
203	If rail shipment is over 11 feet wide and/or over 15 feet high from top of rail car, shipper is to obtain Railway Line Clearance Number from the carrier and note it on the front of the BL.
204	Shipper will request the carrier to provide rail armed guard surveillance Service (ARG).
205	Annotate BL: "Rail Armed Guard Surveillance Service (ARG) Requested."
206	Emergency Response Information for this shipment must appear on the front of the BL or shipping paper.
207	Annotate BL: "a. Rail Inspection Service"(RIS) requested. b. In case of any Rail incidents call DTTS 1-800-826-0794 c. Provide the SDDC Rail Operation Center Comm.: 757-878-7455, DSN: 826-7455 with name of consignee and its duty and 24-hour non-duty telephone numbers, shipment information and rail car initials. After duty hours call 757-878-8141 number."
209	Annotate BL: "Delivery carrier must notify consignee [name of consignee with duty and 24-hour non-duty telephone numbers] immediately when rail car(s) delivered."
211	When only the two lower decks are utilized of a tri-level car furnished in lieu of bi-level car ordered, annotate BL: "Bi-level car ordered by shipper and tri-level car furnished by carrier."
212	If applicable, standard railcar substitution is to be provided in accordance with MFTRP-10, Item 480.
216	Describe all items as "Military impedimenta" on BL and cite tender authority as provided in Route Order. The BL must show car number and weight of lading for each car used and the separate dunnage weight for each car. Army Tractor Tanks [including USMC tanks]; tractors, artillery towing, crawler type; and tractors, tracked, utility vehicles must be separately identified and described on the same BL.
217	Describe all items as "Military impedimenta" on all BL except for Army tractor tanks (including USMC tanks); tractors, artillery towing, crawler type; and tractors, tracked, utility vehicles. These exceptions may be separately identified and described on the same BL. Cite tender authorities on BL as provided. BL must show car number and weight of lading for each car as well as the separate dunnage weight for each car.
220	Bi-level rail cars restricted for loading of powered vehicle units only.
225	Annotate BL: "Tendered as carload shipment."
229	When moving locomotives and/ or locomotive cranes over 80 tons, annotate BL: "Move in tow and limit speed to 50 miles per hour."
233	Notify carrier of a. Date of shipment. b. Loaded dimensions. c. Clearance file number. d. Route. e. BL number. f. Any special conditions affecting clearance route.

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

242	Annotate BL: "Consignee to comply with paragraph Q.7, DTR Part II, CH 202. "
244	Rate includes unloading at ramp of delivering line-haul carrier.
246	Prior to release of shipment, obtain receiving approval from consignee for rail shipment as required by the transportation facilities guide.
263	Item 850 (Average Agreement). Freight Tariff PHJ 6004-N, or reissues thereof, will not apply.
268	Rail Demurrage charges are shown in carriers tender, Section F, accessorial code DEM.
271	Allow space in doorway of car for heater frames as follows: 2' x 4' space for Fairbanks area (Fort Wainwright, Eielson AFB and Fort Greely) and 2' x 2' space for Anchorage area (Fort Richardson, Elmendorf AFB and Kulis ANG). Pallet boards and/or side racks must be in place to assure proper circulation of heated air.
272	a. Prior to ordering equipment, the shipper will contact CN Aquatrain, 1150 Station Street, Vancouver, British Columbia, V6A2X7, telephone 604 665-4360 or 4205, facsimile 604 665-4362, telex no. 045-3196, to request a space permit and furnish the following information: (1) Origin, (2) Consignee, (3) Destination, (4) Commodity, (5) Weight, (6) Proposed shipping date, (7) Dimensions, if high and/or wide load. b. The shipper will notify origin rail carrier of the permit number when order is placed for empty cars. The permit number will be annotated by the shipper in the "description of articles" block of the BL. As soon as rail cars are loaded, the shipper will notify CN Aquatrain of: (1) Car number, (2) Date shipped, (3) Complete-Routing, (4) Permit number
275	Placard trailer: "Do not hump."
304	Rates apply on shipments, which move in an open top van.
306	Order refrigerated equipment only.
307	Do not order refrigerated equipment.
308	Annotate BL: "Loading and unloading performed by carrier."
309	Rate includes all over-dimensional charges.
310	When shipments are described as FAK, and it is evident or probable that the motor carrier will use toll tunnel facilities, annotate BL: "No explosives or dangerous articles are contained in this shipment."
311	Annotate BL: "[Quantity of carrier equipment ordered] units of equipment of [size of carriers equipment ordered in feet] ft. of loading space ordered; [quantity of equipment furnished by carrier] units of equipment of [size of equipment furnished by carrier in feet] ft. of loading space furnished."
313	Consignee has restricted receiving hours. Consult Transportation Facilities Guide for specific information.
314	Annotate BL: "Emergency response information for this motor shipment is indexed by UN number and is located in the Department of Transportation Emergency Response Guidebook (DOT ERG current version)."

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

315	Comply with all provisions of Para O., CH 205. Issue separate BL for each vehicle in exclusive use.
316	Annotate BL: "This certifies that filled containers were transported by the same carrier that is transporting these empty containers."
318	Annotate BL: "This certifies that the same carrier delivered filled containers and is transporting these empty containers. The destination of these empty containers is the same as the origin of the filled containers."
319	Annotate BL: "Use of low-boy trailer or special equipment is authorized."
320	Annotate BL: "This shipment moves as a backhaul subject to special discount."
321	Annotate BL: "Single drive-away service."
322	Annotate BL: "Combination drive-away service."
323	When vehicles move in combination of drive-away service, Annotate BL: "Carrier is to disconnect driveshaft of towed vehicle at origin and reconnect at destination."
327	List on each BL the date and name (type) trailer ordered, plus date and name [type] trailer furnished; for example, flatbed, lowbed, extendable low bed, tilttable jig, gooseneck, etc.
330	Order and load on drop-frame trailer. Annotate BL: "Drop-frame trailer not exceeding 39 inches from ground level ordered."
331	Annotate BL: "Carrier is responsible for providing the consignee with adequate Intransit delivery notification for all AA&E shipments. At a minimum, the carrier will contact the consignee during consignee- designated hours one working day in advance of anticipated AA&E shipment delivery and when updates or changes to the delivery schedule occur. For shipments that fall within a same day delivery radius, the carrier will contact the consignee within one hour of shipment pick-up and provide an estimated time of delivery."
332	On BL for shipments of over-dimensional freight by specialized carrier, enter height of material from ground and width of material after loaded on carrier equipment. On BL covering overweight shipments, show length, width, and height including the loaded shipment weight and weight of carrier equipment.
334	Annotate DD Form 651 (Carrier's Report of Vehicle Damage or Breakdown) "Vehicle must be delivered with a minimum amount of fuel in tank, but not less than 1/8 of a tank."
337	Annotate BL: "Satellite motor surveillance service (SNS) requested. In event of system failure, driver must immediately notify the motor carriers dispatcher who will immediately notify DTTS at 1- (800) 826-0794. The driver must subsequently provide DTTS a telephonic location/status report every two hours, with a final telephonic report upon delivery at destination."
338	Motor surveillance service (MVS) requested but satellite motor surveillance (SNS) being substituted (at the MVS rate) at carrier request. In the event of system failure, driver must immediately notify DTTS at 1-(800)-826-0794. The driver must subsequently provide DTTS a telephonic location/status report every two (2) hours, with a telephonic report upon delivery at destination.

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

339	Annotate BL: "Dromedary service requested."
341	Annotate BL: "Tendered as LTL shipment."
342	When shipments require transportation protective service, or when shipments of ammunition and/or explosives are routed by motor, consignor will: a. Consult consignee TFG record to determine hours delivery will be accepted; b. Annotate BL with the hours consignee will accept delivery.
343	Annotate BL: "Air-ride tractor and trailer combination requested and furnished."
344	Annotate BL: "Air-ride trailer requested and furnished."
345	Annotate BL: "Air-ride tractor requested and furnished."
346	Annotate BL: "Motor surveillance service (MVS) requested. Driver must call DTTS at 1-(800) 826-0794 before departing origin activity and every two (2) hours thereafter to furnish shipment location/status. A final call must be made upon delivery at destination."
347	Enter seal number in block 24 of BL and Annotate BL: "Exclusive use of vehicle, dromedary, or 410 dromedary (as applicable), requested by the government. Do not break seals except in case of emergency or upon prior authority of the consignor or consignee. If broken for emergency reasons apply carrier seals as soon as possible and immediately notify the consignor and the consignee. [Show name of consignor and consignee with duty and 24-hour non-duty telephone numbers.]"
348	Annotate BL: "If shipper seal(s) are applied, carrier may remove seal(s) and replace with equivalent seal(s). If seals are broken in emergencies, notify consignor [show name of consignor with duty and 24-hour non-duty telephone numbers] as soon as possible. Carrier must annotate seal changes on BL."
350	Annotate BL: "Expedited service requested."
351	Carrier is approved to trip lease. Trip lease carriers must be DOD approved.
352	furnish SDDC routing Office with tractor (truck) and trailer number(s), date of departure, and BL number.
353	Route Order valid only when permit authorities have approved carrier request for permit(s). Prior to release of shipment, carrier must advise the Transportation Officer, by facsimile that the permit(s) application has been approved and must sign a statement to that effect. Annotate BL: "Carrier has obtained all necessary permits. If permit(s) are not obtainable, withhold shipment and notify the SDDC Operations Center."
354	Do not order lowboy trailers.
355	This shipment is subject to capacity load rules. The shipper shall annotate the BL with the number of each vehicle loaded to capacity, and whether any additional vehicle carrying less than a capacity load was used. Not more than one vehicle per shipment may be loaded to less than full visible capacity. The vehicle loaded to less than full capacity will be assessed charges as if it were a separate shipment.

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

356	Pickup carrier represents a shipper agent, shipper association, or a freight forwarder. These carriers are not required to have documentation showing such affiliation, therefore, do not ask driver for copy of trip-lease permanent lease.
357	Shipper to verify DOD Driver ID requirements.
358	Divide tonnage as equally as possible among carriers shown, consistent with their ability to furnish equipment of size and type most advantageous to the government.
360	Carrier to supply motive power for towaway service.
363	Use local cartage carrier, if cheaper.
364	Annotate BL: "Car Carrier Service requested and furnished."
366	Annotate BL: "Temperature control van service requested and furnished. Temperature to be maintained at [required temperature in Fahrenheit degrees]."
367	When ordering equipment, notify carrier that shipment must not be transported in trip-leased equipment. Annotate BL: "This shipment must not be transported in trip-leased equipment."
368	Shipments subject to minimum weight formula and charges. Annotate BL: "The density of this shipment is 15 pounds or greater per cubic foot."
369	This shipment requires state permits. Accessorial charges will be assessed if shipment is in the carrier's possession during a weekend. Unless delivery requirements dictate otherwise, tender shipment to carrier to avoid weekend accessorial charges.
370	Carrier will assess accessorial charges for holding shipments during a weekend. Unless delivery requirements dictate otherwise, tender shipment to carrier to allow pre-lodging Monday through Thursday only.
371	Rates apply only on shipments, which move in a 30', or less closed van.
372	Rates apply only on shipments, which move in a 40', or less closed van.
373	Rates apply on shipments which move in a closed van over 40'.
374	Rates apply only on shipments, which move in a 30' or less flatbed.
375	Rates apply only on shipments which move in a 40' or less flatbed
376	Rates apply only on shipments which move in a flatbed over 40'.
386	If unable to reduce width of the vehicle to 8 feet, 6 inches, additional charge of [Amount of cents per mile per movement as furnished in Route Order] cents per mile per movement will be assessed by carrier, plus cost of state or local permits.
395	US Citizenship requirement. Driver must be a US citizen and provide proof.
405	Annotate BL: "Fuel Adjustment" [enter adjustment amount].
418	Annotate BL: "Declared value fifty cents per pound."
419	Annotate BL: "Ferry mileage: [number of ferry miles as provided in Route Order] miles."

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

435	Each shipment of hazardous materials must be packed, marked, loaded, stowed, secured and unloaded in accordance with the applicable rules and special instructions in 49 CFR Parts 172 through 178.
436	Provide full instructions on special handling procedures and precautions necessary for safe shipment, including a completed DD Form 836 or other written statement containing the same information. The aircraft commander will also be instructed on the DD Form 836 that accidents, seal breakage, and delays exceeding 6 hours will be reported immediately by automated means to the consignor or consignee. The report must include all pertinent information. Provide qualified personnel to supervise the loading and unloading of each shipment.
438	Shipper will schedule movement to ensure arrival at destination during normal working hours and will notify consignee by telephone of the estimated arrival time of aircraft as soon as information is available.
440	Annotate BL: "I certify that this aircraft is equipped for Instrument Flight Rules (IFR) operation [signature of pilot]."
442	When shipments of sensitive material are routed by air taxi, consignor will: a. Notify carrier of pending move and record date, time and individual contacted, b. Advise consignee of estimated time shipment can be picked up, c. Tender each shipment on a separate BL, d. Document and report all carrier failures to provide pick-up service as scheduled unless additional time has been agreed to by shipper.
443	This Route Order is issued for explosive cargo only. Material other than explosives that is designated as "hazardous" may not be included. If a hazardous shipment other than explosives, such as Class A poison, chemicals, or radioactive material, must be transported via air taxi, the air taxi commercial operator must obtain: a. Special waiver from the local FAA General Aviation District Officer. b. FAA waiver prior to acceptance of the shipment for airlift.
444	Notify Air Mobility Command (AMC), DSN 576-4343/3061 Commercial (618)-256-4343/3061 of all pending flights of hazardous or explosive material shipments by air taxi operators. Notification will include the following: a. Name of carrier(s), b. Name of origin airport. (1) Time and date of scheduled departure, (2) Name and telephone number of ground service operator/shipper, c. Name of destination airport (1) Time and date of scheduled arrival, (2) Name and telephone number of ground/operator receiver, d. Information in paragraphs b and c above is also required for any scheduled stops en route for partial loading/unloading service.
446	Ensure all aircraft transporting hazardous/explosive material are staffed with IFR qualified pilot in command and co-pilot. Also, insure that only aircraft identified on the SDDC approved list are used to transport hazardous/explosive material. Report any service failures.
447	Advise Water Clearance Authority (WCA) by priority message or telephone of the serial number of the container used for loading each TCN assigned by the releaser.
448	Annotate BL: "Emergency response information for this air shipment is indexed by UN number and is located in the International Civil Aviation Organization Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods."

APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

449	Annotate BL: "Emergency response information for this water shipment is indexed by UN number and is located in the emergency procedures for ships carrying dangerous goods and the medical first aid guide."
450	Annotate BL: "Signature and tally record service (675) requested."
451	Annotate BL: "International Air shipment requires Constant Surveillance Service (CIS) from pickup to delivery. Signature and Tally Record (DD Form 1907) or carrier's equivalent required. Carrier furnished Courier name: [Enter Name of Courier]. Shipper verified Courier's clearance via JPAS prior to shipment pickup."

2ND DRAFT

Appendix E – Definitions

The most current Definitions are available on the United States Transportation Command (USTRANSCOM) website at https://www.ustranscom.mil/dtr/dtr_definitions.pdf

ACCESSORIAL SERVICES – Services performed which are additional, supplemental, or special, in addition to the basic transportation service.

ACTUAL PLACEMENT – The placing of a TSP conveyance in an accessible position for loading or unloading, or at a place specifically designated by the shipper or consignee.

ACTUAL VALUE RATE – A rate based on the actual value of the material shipped.

AGREED VALUATION – The value of articles in a freight shipment agreed upon as the basis of which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be had in event of loss or damage in transit.

AIR TAXI – Air transportation from a TSP offering non-scheduled air services of passengers or cargo, on a charter or contract basis. Aircraft, having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of Federal and State bodies, can be either fixed-wing or helicopter.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) – Organization that serves as coordinator of a voluntary standardization system for the U.S. private sector.

AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM) – Organization for standardizing petroleum industry specifications and testing methods.

APPEAL – Procedures that allows reconsideration of a TSP in non-use or disqualified status.

ARMS, AMMUNITION, AND EXPLOSIVES – Arms, ammunition, and explosives are those items set forth within the scope and intent of Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

ASTM TABLE 6 – Standardized table for converting a measured volume of fuel to a standard 60 degrees Fahrenheit.

ASTRAY CARGO (see GOCARE) – Shipments or portions of shipments found in a TSP's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.

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

BARGE BOOMING - A floating barrier around the barge during receipt/issue of a petroleum products shipment that operates to prevent the spread of any accidental spills.

BARREL – Standard unit of measurement in the petroleum industry, equivalent to 42 standard U.S. gallons.

BATCH – Specific volume of fuel in a refinery or pipeline that is processed, treated, or moved in one operation.

BEST VALUE – A procurement evaluation and selection mechanism that permits the government to select TSPs to support Defense Transportation System requirements based on a combination of price-related and non-price-related factors. Examples of non-price-related factors that may be considered in a Best Value evaluation include, but are not limited to, the TSP's quality of service, past performance, claims experience, ability to perform service within stated requirements, ability to respond, routing, ability to provide in-transit visibility, and commitment of transportation assets to readiness support. If past performance is chosen as an evaluation criterion, some factors to look at may include, but are not limited to, on-time pickup and delivery percentage, percentage of shipments involving lost or damaged cargo, number of claims, and TSP availability. Under this procurement evaluation method, price is not the only factor considered for selection of a TSP. Ultimately, award should be made to the TSP that represents the best value to the government under the stated evaluation criteria.

BILL OF LADING – A contract for carriage of cargo made with a TSP that also operates as a receipt of the goods and documentary evidence of title to the goods. A common transportation term for the basic agreement that underlies shipment of goods. A document issued by a shipper to a TSP, listing and acknowledging receipt of goods for transport and specifying terms of delivery. For government traffic, this term is used interchangeably with “Government Bill of Lading (GBL)” or “Commercial Bill of Lading (CBL)”. The Bill of Lading is the primary document used to contract for transportation and related services from commercial TSP, including freight forwarders.

BODILY INJURY INSURANCE – An insurance policy that pays for injuries caused to other individuals in the event of a vehicle accident.

BOXCAR – The term "boxcar" encompasses all cars with AAR car types codes beginning with A, B, L4, or S, as described in the STB R. E. R. 6413 (Official Railway Equipment Register).

BROKER – “Broker” means a person who, for compensation, arranges or offers to arrange the transportation of property to be performed by an authorized motor TSP. Motor TSP (or persons who are employee or bona fide agents of a TSP) is not a broker within the meaning of this section when it arranges or offers to arrange the transportation of shipments which it is authorized to transport and which it has accepted and legally bound itself to transport (49 CFR, Subpart A, Sec. 386.2). “Broker” means a person other than a motor TSP, or an employee or agent of a motor TSP, that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement or otherwise as selling, providing, or arranging for, transportation by a motor TSP for compensation.

Appendix E – Definitions

BUNCHING – The accumulation and placement of cars for loading or unloading in excess of current orders or in prevention of normal and customary loading/unloading schedules.

BUNKERING – The act or process of supplying a ship with fuel.

CARGO BLANKETING – Filling a cargo tank and associated piping systems (and other adjacent spaces when specified) with a liquid or inert gas to prevent fires or explosions.

CARRY AWAY – Bulk fuel exceeding 10 barrels that remains onboard once discharging is complete but before line drop. If Carry Away is verified by DoD and vessel Master or mate, then TSP shall be liable for all carry away bulk fuel transportation costs. The shipper or consignee shall invoice TSP for costs of the carry away amount exceeding 10 barrels.

CHASSIS – A wheel assembly or bogie for street or highway movement of containers.

CIVIL RESERVE AIR FLEET (CRAF) - A voluntary program through which the nation's airlines provide stand-by commitments to support mobilization as a supplement to DoD organic airlift capacity. CRAF participants provide civilian airlift assets needed to support military operations and mobilization requirements enabling the DoD to meet peacetime requirements, surge needs, and mobilization requirements for major crises.

CLASSIFICATION YARD – A system of railroad tracks within a defined area used for receiving, dispatching, classifying, and switching rail cars.

CLEARED TRANSPORTATION SERVICE PROVIDER – A commercial TSP who has met the following criteria for handling classified/sensitive shipments: Can provide the TPS requirements governed by DoD4500.9-R, Part II, Chapter 205. Regulated to perform transportation services and qualifies under required security requirements to provide the required TPS. Has a SECRET facility clearance issued by the Defense Counterintelligence Security Agency (DCSA). Has furnished SDDC with an applicable tender that provides for TPS.

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

COMBINATION RATES – Combination rates are when two stand-alone rates are combined to make a thru rate. See also Proportional Rates.

CONSIGNEE – The actual intended recipient of a shipment. The person, military installation or DoD contractor receiving the shipment from TSP.

CONSIGNOR – The person or activity that is the supplier or shipper of a product.

Appendix E – Definitions

CONSTRUCTIVE PLACEMENT – When a TSP conveyance cannot be placed for loading, unloading, or at a point previously designated by the shipper or consignee, and is placed elsewhere, it is considered as being under constructive placement. TSP must notify the Transportation Officer of installation where the conveyance(s) has been constructively placed in writing the date, time and cars numbers that were placed

CONTAINER - A reusable shipping conveyance not less than 20-feet in length, outside measurement, loaded or empty, without bogie or chassis, fitted with devices permitting its ready transfer from one mode of transportation to another, and constructed to enable the attachment of removable bogie or chassis for further transportation.

CONTINENTAL UNITED STATES (CONUS) – United States territory comprising the 48 contiguous states and the District of Columbia, including adjacent territorial waters but excluding Alaska and Hawaii. United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

CONTROLLED CRYPTOGRAPHIC ITEM – Communication Security equipment declassified by the National Security Agency. Controlled Cryptographic Items requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with Controlled Cryptographic Items must be separately transmitted according to requirements for its classification.

CONVEYANCE – A trailer, railcar, or container used to transport a shipment. Any of a number of different vehicles (tanker, railcar, tank truck, etc.) used to move DoD freight to include petroleum products.

COURIER – Individuals who are United States government military members or civilian employees, or Department of Defense contractor employees granted with authority to be responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.

DANGEROUS ARTICLES – Material includes, but is not limited to certain types of chemicals and commodities, such as Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances

DAY – Calendar day of 24 hours.

DEADHEAD – A transportation term for a movement by a TSP when the vehicle transports no passengers or freight.

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

DEFENSE TRANSPORTATION REGULATION (DTR), Part II, Cargo Movement, DTR 4500.9-R - Agency regulation that establishes criteria for cargo movement within the DTS. Implements DoD policies and requirements that govern the utilization of commercial freight transportation services and Defense Freight Railway Interchange Fleet (DFRIF), for the transportation requirements of armed services through their military departments and other DoD components.

DEFENSE TRANSPORTATION SYSTEM (DTS) - DTS is that portion of the worldwide transportation infrastructure that supports DoD transportation needs in peace and war. The DTS consists of two major elements: military (organic) and commercial resources. These resources include aircraft, assets, services, and systems organic to, contracted for, or controlled by the DoD. The DTS infrastructure, including ports, airlift, sealift, railway, highway, in transit visibility, information management systems, customs, and traffic management that the DoD maintains and exercises in peacetime, is a vital element of the DoD capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

DEFENSE TRANSPORTATION TRACKING SYSTEM (DTTS) – A joint military service system that processes data shipment tracking data to ensure in transit safety and security command and control that is hosted by SDDC. The DTTS provides 24-hour continuous command and control of the DoD arms, ammunition and explosive shipments moving in the public domain. The primary mission of the DTTS are emergency response and intransit security of these shipments.

DEFERRED SERVICE (D3) - Shipment to be delivered to consignee during consignee’s normal operating hours, as listed in the TFG, on or before the fifth business day after consignor requested pickup date of shipment.

DEFICIT WEIGHT RATING - Calculation of the price for transporting a greater weight than the actual total weight of the goods to be transported with the aim of achieving a lower price.

DEMURRAGE – A charge made on rail cars or vessels (including barges) held by or for a shipper or consignee beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose. Charges for demurrage are considered to be in addition to all other lawfully owed transportation charges.

DEPARTMENT OF DEFENSE (DoD) – The government executive department whose mission is to provide the military forces needed to deter war and to protect the security of the United States. This department consists of the Office of the Secretary of Defense, organization of the Joint Chiefs of Staff, military departments, unified and specified commands, and defense agencies.

DELIVERY DATE (DD) – A specific date by which delivery of a shipment should be accomplished by the TSP at the CONUS destination or CONUS air/water terminal.

DESTINATION – The place to which a shipment is consigned or where the TSP delivers cargo to the consignee or agent.

DETENTION – A charge made on trailers or containers held by or for the benefit of a shipper or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose. Charges for detention are considered to be in addition to all other lawfully owed transportation charges.

DIRECT PROCUREMENT METHOD (DPM) – A method of procuring transportation services where the government directly manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel. DPM shipments move from government to contractor, government to TSP, and not from contractor to contractor, or TSP to TSP. There are no business or contractual relationships between the origin and destination contractors or between the contractors and freight TSP.

DISQUALIFICATION – Administrative action taken by the Military Surface Deployment and Distribution Command or theater Commander that results in excluding a TSP from transporting Department of Defense shipments, either from one or more origin points for specific routes or for all routes. This administrative action can also include the exclusion of a TSP or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.

DIVERSION – Service offered by a TSP that allows a consignor to divert an en route shipment from its original consignee or port of destination to another, or the changing of the mode or designated route of a shipment from that shown on the original transportation documentation while the shipment is in-transit.

DOOR-TO-DOOR SERVICE – From shipper's origin to consignee's receiving point.

DOUBLE BROKERING – Prohibited Practice. A practice where a legitimate broker gives a load to a second broker, who then finds a TSP. The term also includes a practice where a motor TSP agrees to transport freight for a broker, under the guise it will haul the freight, and the TSP subsequently re-brokers to another TSP. When a TSP (also has broker authority) accepts a brokered load (as the TSP) and tenders the load to another TSP through its brokerage operation (without the original broker's knowledge or consent).

DRAYAGE – A charge for the local transportation of property for a movement that terminates within 30 miles of origin of the shipment.

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

DRIVEAWAY – The movement of a vehicle under its own power by a driver furnished through an authorized commercial motor TSP.

Appendix E – Definitions

DROMEDARY BOX – A freight box carried on, and securely fastened to, the chassis of a truck tractor, step deck or flatbed trailer, is also demountable, and can be handled with a forklift truck. It is protected by a Plymetal shield and may be equipped with doors on each side that can be locked with a padlock and sealed. Each dromedary shall be considered a separate conveyance.

DROPPED TANK TRAILERS – Trucks/containers or trailers left on the terminal for unloading at a later time without the services of the motor TSP upon authorization by the terminal operator.

DUAL DRIVER PROTECTIVE SERVICE (DDP) – A protective service utilized for SRC III, IV, and Uncategorized AA&E, described in Item 103 (pg. 125), Dual Driver Protective Service, for detailed guidance.

DUNNAGE – Lumber or other material used to brace and secure cargo to prevent damage during shipment.

DUNNAGE ALLOWANCE – A flat fee that seeks to compensate drivers for assembly or building materials required to properly block and brace a load. Dunnage must be requested by a shipper in order for the allowance to be properly paid.

eBILL – Functionality in the currently authorized Third Party Payment System (TPPS) that is used to request a debit (from a shipper to a TSP) or a credit (from a TSP to a shipper). The party initiating the eBill will not be paid until the other party approves the transaction. An eBill is most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.

ELECTRONIC DATA INTERCHANGE (EDI) – The transfer of data by linking computer systems through a communications network, in order to accomplish the DoD objective of ensuring all tenders are originally filed, billed, and administratively updated through an EDI in order to create a semi-paperless environment.

EMERGENCY – Any situation that would prevent a shipment from safely and securely reaching its destination, such as undue delay caused by a *force majeure* circumstance. Any “*situation*” associated with in transit DoD AA&E or OSM that endangers the material itself, the public, the transporting TSP’s personnel/equipment/facilities, or threatens national security due to potential loss or loss of Ordnance-related, highly sensitive technology. The broad term “*Situation*” is intended to include, but not be limited to, accidents, fire, hijacking, theft, civil disturbance, equipment failure, labor strikes, natural disasters, and threatened or real attack.

EMPTY MOVEMENT OF EQUIPMENT (EMT) – An accessorial charge per vehicle per deadhead miles traveled from point of dispatch to point of origin, which shall be in addition to the line haul rate. These charges require consignor or consignee endorsement on BL.

EMPTY TRAILER RETURN (ERS) – An accessorial charge for returning an empty trailer from destination to origin upon the shippers’ cancellation.

ESCORT/FLAGMAN/TELEPHONE (MES/MEN/MET) –An accessorial charge when requested by the shipper to reimburse for the cost of hiring of additional personnel to perform additional necessary services directly associated with the movement of specialized cargo.

EXCLUSIVE USE (EXC) – When requested by DoD personnel, a TSP will devote the entire trailer or dromedary to the movement of a specified shipment. See Item 31, Exclusive Use of Trailer or Dromedary, for detailed guidance.

EXPEDITED SERVICE (EXP) – When requested by DoD personnel, the TSP guarantees the delivery of shipment prior to the Standard Transit Time. See Item 35, Expedited Service, for detailed guidance.

FORCE MAJEURE – Contract provision that exempts parties for non-fulfillment of obligations due to unforeseen and/or unpredictable conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters, acts of God, public enemy, freight embargoes, or weather.

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

FREIGHT – Goods to be shipped. A term used to classify the transportation of goods carried by commercial vessel or vehicle.

FREIGHT ALL KINDS (FAK) – Consists of those commodities that a TSP offers to transport at one inclusive rate or charge regardless of their classification rating in the National Motor Freight Classification (NMFC) or Uniform Freight Classification (UFC), or differing transportation characteristics.

FREIGHT FORWARDER (AIR) – Also known as an indirect cargo air TSP and is defined in 14 CFR § 296.3 as “any U.S. citizen who undertakes to engage indirectly in air transportation of property, and uses for the whole or any part of such transportation the services of an air TSP or a foreign air TSP that directly engages in the operation of aircraft under a certificate, regulation, order, or permit issued by the DOT or the Civil Aeronautics Board (CAB), or the services of its agent, or of another indirect cargo air TSP.”

FREIGHT FORWARDER (SURFACE) – As defined in 49 USC 13102(8); a person holding itself out to the general public (other than as a pipeline, rail, motor, or water TSP) to provide transportation of property for compensation” but specifically excludes “a person using transportation of an air TSP.” see 49 U.S.C § 10102. In general, surface freight forwarders are firms, other than a railroad, motor, water, or air TSP, or an airfreight forwarder that undertakes all of the following functions: to assemble and consolidate shipments, provide for assembling, consolidating, performing or providing break bulk, and distributing services. Surface freight forwarders assume responsibility for the transportation of such property from point of receipt to point of destination, and utilize the services of authorized TSPs who possess proper operating authority for the transportation to be provided.

FUEL SYSTEM ICING INHIBITOR (FSII) – Military jet fuel additive that absorbs small amounts of water from the fuel that prevents freezing in aircraft fuel systems.

FULL VISIBLE CAPACITY (FVC) –When a LTL makes the loading of additional items impossible and this load requires a TL rate to move. FVC is indicated by the shipping agency on the BL to get the TL rate.

GOVERNMENT BILL OF LADING (GBL) – The bill of lading utilized to transport freight of the U.S. government, to procure transportation of freight and related services from commercial TSP for movement at Government expense.

GOVERNMENT BUSINESS DAY (GBD) – Any business day (i.e., Monday through Friday) that is not a Federal Holiday.

GOVERNMENT CARGO RECOVERY EFFORT (GOCARE) PROGRAM - The GOCARE program consists of DoD Committee Members assigned based on the geographical location to assist in the recovery of lost and astray freight findings reported by TSP's. (See Astray Cargo)

HANDLING FREIGHT AT POSITION NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB) – An accessorial charge assessed for movement of the shipment or partial shipments from or to positions beyond an immediately adjacent loading or unloading position.

HAZARDOUS MATERIAL/SUBSTANCE – A substance or material determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. This term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations, Part 173.

HOLIDAYS –Federally-designated holidays, as provided by Title 5 of the U.S. Code: New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, **Juneteenth**, Labor Day, Veterans' Day, Columbus Day, Thanksgiving Day, and Christmas Day.

IMPACTOGRAPH – An instrument used to measure the force of collision/force when one object hits another. Monitors impact during transportation, test bumps, or the smooth ride of a vehicle.

IMPROPER EQUIPMENT – Failure by a TSP to provide the specific equipment requested by DoD personnel in order to perform specific transportation/logistics requirements.

IN- BOND – A shipment that has not cleared U.S. Customs.

IN-TRANSIT VISIBILITY – The ability to track in real time the identity, status, and specific location of DoD shipments of unit and non-unit cargo (excluding bulk petroleum, oils, and

lubricants), passengers, medical patients, and personal property from point of origin to the consignee or destination.

INADEQUATE EQUIPMENT – TSP equipment that is deemed inadequate to perform transportation services due to its defective condition, or where operation of the equipment fails to meet DOT safety regulations, or equipment whose design or defect lacks proper security features required to properly secured freight, or equipment that has broken, missing or improper seals.

INTERMODAL MOVE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. An intermodal move may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term “intermodal move” can be used interchangeably with “multi-modal service.”

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

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

ISO CONTAINER - An article of transport equipment that meets International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.

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

LASHING – Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

LATE – Unexcused failure to deliver the shipment by the end of normal operating hours on the Required Delivery Date (RDD).

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

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LESS-LOAD RATES – Rates or classes that apply to a quantity of freight less than the truckload weight specified for the same article.

LINE FILL – The quantity of fuel required to completely fill a section of pipeline.

LINE HAUL – Transportation of cargo over TSP routes from point to point to point of destination, excluding local pick-up, delivery, local drayage, and switching services.

LOADING OR UNLOADING – The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle.

LONG TERM LEASE -- Leasing a company's vehicle to another transportation service provider for a duration of more than 30 days. TSP must abide by lease provisions of 49 CFR, Part 376.

LOSS TOLERANCE – An agreed percentage of fuel that is lost during transit or when placed in storage due to minor leaks and evaporation, etc.

MANIFEST – A document specifying in detail the passengers or items carried for a specific destination.

MILITARY TRAFFIC EXPEDITING SERVICE (MTX) – An expediting service provided by the Association of American Railroads (AAR) for military carload shipments. This automated service uses a central computer file electronically linked with member railroads and is capable of reporting on single-line and joint-line movements. Passing or progress reports are controlled by an MTX number assigned by the AAR.

MOTOR CARRIER – Shall have the same meaning and intent as “motor TSP” as defined in 49 U.S.C. 13102(14), as a person providing commercial motor vehicle (as defined in section 31132) transportation for compensation.

MULTI-MODAL SERVICE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. Multi-modal service occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. Multi-modal service may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term “multi-modal service” can be used interchangeably with “intermodal moves.”

NEGOTIATED MOVE – A consignment of one or more shipments from one or more shippers over a period not to exceed one calendar year moving to one or more consignees at one or more destinations. Included within this definition are split pickups at origin and destination points and stop in transit to partially load and/or unload.

NET EXPLOSIVE QUANTITY (NEQ) – Total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

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NET EXPLOSIVE WEIGHT (NEW) – Total weight of all explosives Class 1 components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder or other container expressed in pound.

NO SHOW – Failure by a TSP to pick up a shipment on the agreed date and time.

NORMAL OPERATING HOURS – Period of time the facility or installation (refer to the Transportation Facilities Guide [TFG] for specific installation normal operating hours) is regularly open for business Monday - Friday to receive and discharge freight.

NON-USE LETTER – Correspondence that places a TSP in non-use status for a period of time at either an installation or nationwide level.

OTHER SENSITIVE MATERIAL (OSM) – Materials other than AA&E that require monitored movement in the discretion of the owning Services due to concerns regarding the hazard, posed to the public, high value items, or security classification.

OVERNIGHT SERVICE (D1) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignor's requested pickup date of shipment.

OVERDIMENSIONAL – A shipment that contains one or more non-divisible articles, which measure in excess of 636 inches (53 feet) in length (OVERLENGTH), 102 inches (8 feet 6 inches) in width (OVERWIDTH), or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading (OVERHEIGHT). Exception: A shipment is not considered over length for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

OVERTIME – Hourly charges incurred beyond established working hours and which exceed the total number of regular working hours per week.

OVERWEIGHT – Shipments where the cargo exceeds 48,000 pounds (45,000 pounds when loaded on lowboy equipment). Additional information is described under Item 119 (pg. 142), Over dimensional Freight Service/Overweight Permit Shipments.

PALLET – Piece of equipment that facilitates mechanical handling of stacked (palletized) goods for fork-lift trucks. The term also includes pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

PERISHABLE GOODS – Unpreserved, unprocessed, and untreated commodity that may spoil within a short time period even under normal handling and shipping conditions.

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PERSONAL PROPERTY (PP) – Possessions other than real estate or building. Personal property is movable and includes tangible (appliances, car, furniture, jewelry) and intangible (bonds, right to a benefit, shares of stock) items whose ownership belongs to the individual (also called chattels). Property of a personal character that is portable but not used in business.

PIPELINE – All parts of a physical facility to transport water, gas, or petroleum, including a line of pipe, valves, and any other appendages attached to the line of pipe.

PRIORITY SERVICE (SG) - Next available flight; shipment may be required anytime during a 24 hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on BL IAW TSP quote).

PRIVATELY OWNED VEHICLE (POV) – Belonging to, restricted to, or intended to be used for the personal use of an individual.

PROPERTY DAMAGE – Damages caused to a (DoD) member's/employee's personal and/or real property, including rental property, or grounds associated with the property by a DoD approved TSP/agent or direct procurement method contracted agent while picking up or delivering DoD sponsored shipments.

PROPORTIONAL RATES – Rates that are not intended to stand alone, and may only apply in conjunction with another proportional rate. see also Combination Rates.

QUALIFIED TSP REPRESENTATIVE – A TSP representative transporting DoD cargo and who is:

- a. Aware of the classification/sensitivity of DoD cargo.
- b. Knowledgeable of safety, security and emergency procedures to be followed.
- c. Cleared under the DoD Industrial Security Program to handle SECRET shipments and has TSP issued identification when providing Protective Security Service. (Applies to TPS shipments only).

RADIOACTIVE MATERIAL –Material causing spontaneous emission of radiation, either directly from unstable atomic nuclei or as a consequence of a nuclear reaction. Of, exhibiting, or caused by radioactivity.

RAIL TANK CAR – A railcar designed to carry liquefied loads or cargo.

RAIL TSP – A rail as defined in 49 U.S.C.

RAMP-TO-RAMP SERVICE – Occurs when an empty vehicle is delivered to the TSP; when a loaded vehicle with billing instructions are delivered to the TSP or forwarding instructions are given to TSP with proper billing instructions.

REDELIVERY –When a shipment is tendered for delivery and delivery cannot be accomplished due to the fault of the consignee. Where redelivery is required, the TSP will notify the consignee of the on-hand shipment and arrange for a mutual agreement regarding a redelivery date.

REFUGE LOCATION – A military activity designated in the Terminal Facilities Guide (TFG) as meeting requirements for the temporary storage of classified or protected material (excluding Class 1, Division 1.1, 1.2, and 1.3 explosives) that affords security for shipments of such cargo in emergency situations.

RELEASED VALUE RATE – The rate applied to a specific shipment that applies to an agreed level of liability assumed by the TSP in transporting that shipment in the event of loss or damage.

REPORT OF SHIPMENT (REPSHIP)– An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.

REQUIRED DELIVERY DATE (RDD) – A date when transported cargo must arrive at its destination and complete offloading to properly support mission requirements. The calendar date when material is required to be delivered and offloaded by the requisitioner.

ROUTING OR ROUTE ORDER – An order issued by a routing officer that specifies the mode of transportation and the means within that mode by which a shipment will move.

SECOND DAY SERVICE (D2) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.

SECURED AREA – An area to which access is controlled and is under regular, periodic surveillance by security personnel.

SECURE HOLDING AREA – In non-emergency situations, protection provided by an installation to a TSP's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander. The installation commander must make the same kinds of determinations as for "Secure Holding Location/Safe Haven" or "refuge."

SECURE HOLDING LOCATION/SAFE HAVEN – A location owned by DoD that is utilized for the temporary parking of commercial TSP motor vehicles transporting Categorized AA&E or classified materials. This term shall also include circumstances where emergency assistance is to be provided by an installation to a TSP's vehicle transporting Division 1.1, 1.2, or 1.3 ammunition and explosives due to circumstances beyond a TSP's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This determination involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas.

SENSITIVE CARGO – Small arms, ammunition, and explosives (AA&E) that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for

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civil disturbances, domestic unrest, or criminal actions, to include Ordnance as defined in the DoD 5100.76M, Physical Security Of Conventional Arms, Ammunition And Explosives.

SHIPMENT – A separately identifiable collection of goods to be carried: A quantity of freight tendered for transportation by one shipper, at one point, one day, on one bill of lading, for delivery to one consignee at one destination.

SHIPMENT REFUSAL – Failure of a TSP to accept or decline a shipment within one hour of offer.

SHIPPER – A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments who performs planning, assembling, consolidating, documenting, and arranging for the movement of material.

SHORING – Technique used to distribute the weight of a cargo piece over a greater area than its load bearing area (also called a footprint or contact area).

SMALL ARMS – Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder-fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.

SMALL ARMS AMMUNITION – A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.

SNS VENDOR (SNSV) – Commercial Company employed by the TSP to assist in providing SNS to the Government utilizing any technical means that meets the requirements set forth in this rules provision. Additionally, the Federal Communications Commission (FCC) must approve the service offered.

SPOT BID – A single consignment of one or more pieces from one shipper at one time at one origin address receipted for in one lot and moving to one consignee at one destination address. Included within this definition are split pickups at origin and destination points and stops in transit to partially load and/or unload.

SPOTTING/DROPPING – The detachment of a trailer from a power unit (tractor) and its placement at a specific site designated by and in full possession of shipper, consignee or other designated party

SUBCONTRACTOR – A contract by which a company or person agrees to render services or materials necessary for the performance of another contract; one who performs services under

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contract to a TSP without privity of contract with the government; a secondary contract in which the person or company originally hired in turn hires somebody else to do all or part of the work.

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

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

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

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

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

TANK TRUCK – A vehicle designed to carry liquefied loads or cargo on roadways

TEMPERATURE CONTROLLED GALLONS – The volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as “net volume”).

TENDER – Per Non-FAR Procurements under 40 U.S.C., 481 Et Seq., a tender is not a contract. It is a carrier’s offer to provide services at the quoted rate. The contract is created after the TO offers the movement and the carrier accepts the movement under a BL.

TERMINALING – Receipt of fuel from an incoming transportation mode for the purpose of issuing that fuel for movement by another transportation mode. Terminaling charges may include but are not limited to fees for throughput, tank, truck, barge, or railcar loading, additive injection, filtration and dock fees. Some of these fees may be included as separate accessorial charges in the TSP's tender.

THIRD PARTY PAYMENT SYSTEM (TPPS) – TPPS is an electronic freight transaction tracking and payment system and is required to conduct business with DoD. The current authorized TPPS is Syncada, a service of U.S. Bank.

TIME-DEFINITE DELIVERY (TDD) – The delivery of freight at a time and destination specified by the receiving activity

TOWAWAY SERVICE – The transportation of DoD freight when the cargo is towed by a TSP truck-tractor, but not loaded in or on TSP equipment.

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

TRACTOR – A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

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TRAILER – A trailer is a reusable shipping conveyance not more than 53-feet in length, outside measurement, constructed for use in transporting commodities via highway and equipped with permanent wheeled undercarriage, or mounted on a bogie or chassis. Trailer also means a demountable trailer body with wheels or a container mounted on a bogie and equipped with a device for coupling to a tractor for movement.

TRANSLOADING – Cargo removed from one conveyance and directly reloaded on another conveyance for movement or movement of dromedaries from one conveyance to another. Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper, unless in the event of an emergency. Transportation Protective Security (TPS) shipments require prior coordination with SDDC, G3 via the Defense Transportation Tracking System (DTTS) if an emergency situation requires transloading. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services. Refer to Section B, Item 97 (pg. 121), Transloading Transportation Protective Service (TPS) Shipments for more information.

TRANSMIX – A mixture of fuel, which occurs in a pipeline shipment that is caused when one batch of fuel pushes against another causing part of both batches to mix together.

TRANSPORT VEHICLE – A cargo carrying vehicle such as an automobile, van, tractor, truck, semi-trailer, tank car, or railcar used for transportation of cargo by any mode.

TRANSPORTATION AGENT (TA) – Person(s) (military or civilian) designated or appointed by the Transportation Officer to perform traffic management functions.

TRANSPORTATION OFFICER (TO) – Person(s) designated by the commander of a military activity to perform traffic management functions.

TRANSPORTATION PROTECTIVE SERVICE (TPS) – A commercial TSP service performed according to DoD standards that provide in-transit physical security for shipments of Secret, Confidential, or sensitive material.

TRANSPORTATION SERVICE PROVIDER (TSP) – A transportation provider who possesses legal operating authority to conduct transportation services, who also meets all established DoD requirements and has received an official notice of acceptance to transport DoD Freight by SDDC. Includes motor carriers, rail carriers, pipeline carriers, water carriers, tank truck carriers, freight forwarders, brokers, and third party logistics (3PL) companies.

TRIP LEASED – A vehicle lease of 30 days or less in duration between a DoD-approved TSP and leasing agent involving the power unit.

TRIP LEASING – Leasing a company's vehicle to a DoD-approved TSP for a single trip.

Appendix E – Definitions

TRUCKLOAD RATES – Truckload rates or classes are those for which a truckload minimum weight is provided, and charges shall be assessed at the truckload minimum weight shown in the TSP tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater shall be considered truckload minimums for shipment planning purposes.

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

VESSEL – A watercraft or other artificial contrivance that is used, is capable of being used, or is intended to be used, as a means of transportation by water. 49 U.S.C. 12103(25).

WATER CARRIER – A Water TSP who performs water transportation for compensation, including both vessel, barge, or other artificial contrivance as defined in 49 U.S.C. 12102(26).

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Appendix F – Explanation Of Abbreviations

The most current Explanation Of Abbreviations are available on the United States Transportation Command (USTRANSCOM) website at https://www.ustranscom.mil/dtr/dtr_abbreviations%20&%20acronyms.pdf

Abbreviation	Definition
AA	Airport-to-Airport
AA&E	Arms, Ammunition and Explosives
AAR	Association of American Railroads
ABS	American Bureau of Shipping
AMC	Air Mobility Command
ANSI	American National Standards Institute
API	American Petroleum Institute
ARG	Rail Armed Guard
ASTM	American Society for Testing Material
ATA	American Trucking Association
BBLS	Barrels
BL	Bill of Lading
BOE	Bureau of Explosives
CAT	Security Risk Category
CBL	Commercial Bill of Lading
CCR	Central Contractor Register
CFR	Code of Federal Regulations
CIS	Constant Surveillance and Custody Service
COFC	Container-on-Flatcar
CONUS	Continental United States
CRAF	Civil Reserve Air Fleet
CRD	Crane at Destination
CRO	Crane at Origin
C-TPAT	Customs-Trade Partnership Against Terrorism
CWT	Hundred Pounds
D1	Overnight Service
D2	Second-Day Service
D3	Deferred Service
DDP	Dual Driver Protective Service
DE	Delivery Service
DEL	Delivery Before Noon
DEL	Receipt and Issue (Pipeline)
DFAS	Defense Finance & Accounting Service
DFR	Defense Fuel Region
DFRIF	Defense Freight Railway Interchange Fleet
DFSC	Defense Fuel Supply Center
DoD	Department of Defense

Appendix F – Explanation Of Abbreviations

Abbreviation	Definition
DOE	Department of Energy
DON	Department of the Navy
DOT	Department of Transportation/ U. S. Department of Transportation
DPM	Direct Procurement Method
DCSA	Defense Counterintelligence Security Agency
DTMR	Defense Traffic Management Publication
DTOD	Defense Table of Official Distance
DTR	Defense Transportation Regulation
DTTS	Defense Transportation Tracking System
DV	Detention of Vehicles
EC	Electronic Commerce
EDI	Electronic Data Interchange
EFT	Electronic Funds Transfer
EIA	Energy Information Administration
ETA	Electronic Transportation Acquisition
FAK	Freight All Kinds
FBI	Federal Bureau of Investigation
FCRP	Freight Carrier Registration Program
FVC	Full Visible Capacity
GBL	Government Bill of Lading
GFM	Global Freight Management
GTN	Global Transportation Network
HAZ	Hazardous Handling
MFTURP	Military Freight Traffic Unified Rules Publication
MPRP	Pipeline Rules Publication
NAC	National Agency Check
NGDS	Next Generation Delivery Service
NMFC	National Motor Freight Classification
PSS	Protective Security Service
RDD	Required Delivery Date
SCAC	Standard Carrier Alpha Code
SDDC	Surface Deployment and Distribution Command (formerly MTMC)
SG	Priority Service
SPLC	Standard Point Location Code
TDD	Time Definite Delivery
TDR	Transportation Discrepancy Report
TFG	Transportation Facilities Guide
TGIS	Transportation Geospatial Information System
TPS	Transportation Protective Service
TSP	Transportation Service Provider
UFC	Uniform Freight Classification
USTRANSCOM	United States Transportation Command

Appendix F – Explanation Of Abbreviations

Abbreviation	Definition
WTG	Waiting Time

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Appendix G – Websites

1. Websites listed below are referenced throughout this publication.
 - a. SDDC Publication Updates: <https://www.sddc.army.mil/Pages/default.aspx>
 - b. SDDC Freight Carrier Registration Program (FCRP):
<https://stallion.eta.sddc.army.mil/ccp/jsp/CCPScac.jsp>.
 - c. DOT Licensing and Insurance: <https://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm>
 - d. Execution of Standard Form (SF) 328, Certificate Pertaining to Foreign Interests:
<https://www.gsa.gov/portal/forms/download/116246>
 - e. US Bank: <https://network.syncada.com/usbank>
 - f. Electronic Commerce/ Electronic Data Interchange (EC/EDI) Trading Partner Guide for Defense Transportation:
https://www.sddc.army.mil/GCD/SiteAssets/TPA_Template%20Nov11.pdf
 - g. SDDC TEAMS Distance Learning Program (DLP): <https://eta-teams.transport.mil/teams/login>
 - h. Defense Table of Official Distance (DTOD): <https://dtod.sddc.army.mil/>
 - i. GOCARE: <https://www.sddc.army.mil/G3/Pages/GOCARE.aspx>
 - j. Washington Headquarters Services Executive Services Directorate:
<https://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf>.
 - k. API Manual of Petroleum Measurement Standards (MPMS):
http://www.eia.gov/dnav/pet/pet_pri_spt_s1_m.htm

Appendix H – References

Each reference applies to its current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or shall be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.

1. 2012 Emergency Response Guidebook, (ERG).
2. Association of American Railroads, Open Top Loading Rules Manual.
3. American Trucking Associations, ATA Hazardous Materials Tariff, ICC ATA 111-series.
4. Code of Federal Regulations, Title 14, Part 205, Aircraft Accident Liability Insurance
5. Code of Federal Regulations, Title 14, Part 296.3, Indirect Cargo Air Carrier
6. Code of Federal Regulations, Title 32, Part 619.4, Insurance—Public Liability and Cargo.
7. Code of Federal Regulations, Title 33, Part 6, Protection and Security of Vessels, Harbors, and Waterfront Facilities.
8. Code of Federal Regulations, Title 33, Part 104, Maritime Security: Vessels.
9. Code of Federal Regulations, Title 33, Part 105, Maritime Security: Facilities.
10. Code of Federal Regulations, Title 33, Part 109, General.
11. Code of Federal Regulations, Title 33, Part 110, Anchorage Regulations.
12. Code of Federal Regulations, Title 33, Part 125, Identification Credentials for Persons Requiring Access to Waterfront Facilities or Vessels.
13. Code of Federal Regulations, Title 33, Part 126, Handling of Dangerous Cargo at Waterfront Facilities.
14. Code of Federal Regulations, Title 33, Part 126, Section 126.19, Issuance of Permits for Handling Designated Dangerous Cargo.
15. Code of Federal Regulations, Title 33, Part 160, Ports and Waterways Safety—General.
16. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.40, Transportation and Traffic Management.
17. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.41, Transportation Documentation and Audit.
18. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101-41.302-3, Terms and Conditions Governing Acceptance and Use of GBLs.
19. Code of Federal Regulations, Title 49, Part 105, Hazardous Materials Program Definitions and General Procedures.
20. Code of Federal Regulations, Title 49, Part 106, Rulemaking Procedures.

21. Code of Federal Regulations, Title 49, Part 107, Hazardous Materials Program Procedures.
22. Code of Federal Regulations, Title 49, Part 110, Hazardous Materials Public Sector Training and Planning Grants.
23. Code of Federal Regulations, Title 49, Part 130, Oil Spill Prevention and Response Plans.
24. Code of Federal Regulations, Title 49, Part 171, General Information, Regulations, and Definitions.
25. Code of Federal Regulations, Title 49, Part 171, Section 171.15, Immediate Notice of Certain Hazardous Materials Incidents.
26. Code of Federal Regulations, Title 49, Part 173, Section 173.53, Provisions For Using Old Classifications of Explosives.
27. Code of Federal Regulations, Title 49, Part 171, Section 171.8, Definitions and Abbreviations.
28. Code of Federal Regulations, Title 49, Part 172, Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, And Training Requirements.
29. Code of Federal Regulations, Title 49, Part 172, Section 172.101, Hazardous Materials Table.
30. Code of Federal Regulations, Title 49, Part 172, Section 172.504, Table 2, General Placarding Requirements.
31. Code of Federal Regulations, Title 49, Subchapter H, Section 172.700, Purpose and Scope.
32. Code of Federal Regulations, Title 49, Subchapter H, Section, 172.701, Federal-State Relationship.
33. Code of Federal Regulations, Title 49, Subchapter H, Section 172.702, Applicability and Responsibility for Training and Testing.
34. Code of Federal Regulations, Title 49, Subchapter H, Section 172.704, Training Requirements.
35. Code of Federal Regulations, Title 49, Section 173, Shippers—General Requirements for Shipments and Packaging.
36. Code of Federal Regulations, Title 49, Part 174, Section 174.81, Segregation of Hazardous Materials.
37. Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and Certification.
38. Code of Federal Regulations, Title 49, Part 176, Carriage by Vessel.

Appendix H – References

39. Code of Federal Regulations, Title 49, Part 176, Section 176.108, Supervision of Class 1 (Explosive) Materials During Loading, Unloading, Handling and Stowage.
40. Code of Federal Regulations, Title 49, Part 176, Section 176.180, Watchkeeping.
41. Code of Federal Regulations, Title 49, Part 176, Section 176.99, Permit Requirements for Certain Hazardous Materials.
42. Code of Federal Regulations, Title 49, Part 177, Carriage by Public Highway.
43. Code of Federal Regulations, Title 49, Part 177, Section 177.834(l)(1) Carriage by Public Highway, General Requirements.
44. Code of Federal Regulations, Title 49, Part 371, Section 371.2, Brokers of Property, Definitions.
45. Code of Federal Regulations, Title 49, Part 382, Controlled Substances and Alcohol Use and Testing.
46. Code of Federal Regulations, Title 49, Part 383, Commercial Driver’s License Standards; Requirements and Penalties.
47. Code of Federal Regulations, Title 49, Part 384, State Compliance With Commercial Driver’s License Program.
48. Code of Federal Regulations, Title 49, Part 385, Safety Fitness Procedures.
49. Code of Federal Regulations, Title 49, Part 386, Rules of Practice for Motor Carrier Safety and Hazardous Materials Proceedings.
50. Code of Federal Regulations, Title 49, Part 387, Minimum Levels Of Financial Responsibility For Motor Carrier.
51. Code of Federal Regulations, Title 49, Part 387, Section 387.9, Minimum Levels of Financial Responsibility.
52. Code of Federal Regulations, Title 49, Part 388, Cooperative Agreements with States.
53. Code of Federal Regulations, Title 49, Part 389, Rulemaking Procedures—Federal Motor Carrier Safety Regulations.
54. Code of Federal Regulations, Title 49, Part 390, Federal Motor Carrier Safety Regulations.
55. Code of Federal Regulations, Title 49, Part 390, Section 390.5, Definitions.
56. Code of Federal Regulations, Title 49, Part 391, Qualifications of Drivers.
57. Code of Federal Regulations, Title 49, Part 392, Driving of Commercial Motor Vehicles.
58. Code of Federal Regulations, Title 49, Part 393, Parts and Accessories Necessary for Safe Operation.
59. Code of Federal Regulations, Title 49, Part 395, Hours of Service of Drivers.

60. Code of Federal Regulations, Title 49, Part 396, Inspection, Repair, and Maintenance.
61. Code of Federal Regulations, Title 49, Part 397, Transportation of Hazardous Materials; Driving and Parking Rules.
62. Code of Federal Regulations, Title 49, Part 1005, Principles and Practices for the Investigation and Voluntary Disposition of Loss and Damage Claims and Processing Salvage.
63. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 202, Cargo Routing and Movement.
64. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 204, Hazardous Materials.
65. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items.
66. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, paragraph G, Small Shipments of AA&E.
67. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 207, Carrier Performance.
68. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Table 205-17, Security Risk Codes.
69. Department of Defense Manual 4140.25-M, DoD Management of Bulk Petroleum Products, Natural Gas, and Coal.
70. Department of Defense Manual 5100.76-M, Chapter 6, Transportation.
71. Department of Defense Manual 5100.76-M, Chapter 7, Transportation.
72. Department of Defense Manual 5100.76-M, Appendix 3, Physical Security of AA&E at Military Terminals.
73. Department of Defense Manual 5220.22-C, Section III, National Industrial Security Program Operating Manual-Common Requirements.
74. Department of Defense Manual 5220.22-M, National Industrial Security Program Operating Manual.
75. Department of Defense Manual 5220.22R, Industrial Security Regulation.
76. Department of Defense Manual 6055.9 STD, DoD Ammunition and Explosives Safety Standards.
77. Department of Defense Manual 6055.9 STD, paragraph C9.5, Energetic Liquids.
78. Department of Navy OPNAVINST 5510.1, Information and Security Program Regulation Manual.

79. Department of Navy OPNAVINST S5513.3B, Security Classification Guidance For Surface Warfare Programs.
80. Department of Navy OPNAVINST S5513.5B, Security Classification Guidance For Undersea Warfare Programs.
81. Federal Specification FF-S-2738, Seals, Anti-pilferage.
82. Military Surface Deployment and Distribution Command (current version), EDI Technical Trading Partner Guide for Defense Transportation.
83. Military Surface Deployment and Distribution Command Transportation Engineering Agency, Pamphlet 55-19, Tie-down Handbook for Rail Movements.
84. Military Surface Deployment and Distribution Command, Class Rate Publication No. 100A (current version).
85. National Motor Freight Traffic Association, Inc., National Motor Freight Classification, Tariff STB NMF 100 series.
86. NMF 101-Series, National Motor Freight Traffic Association, Inc., Agent
87. Continental Directory of Standard Point Location Codes NMF 102-Series, National Motor Freight Traffic Association, Inc., Agent.
88. RAILINC, Mileage Allowances and Rules Tariff, STB RPS 6007-Series.
89. United States Army Publications Distribution Center, Closed Circuit Television (CCTV) Guidelines, Field Manual 3-19.30, Chapter 6, Physical Security.
90. United States Code, Title 5, Part III, Subpart E, Chapter 61, Subchapter I, § 6103.
91. United States Code, Title 18, Part I, Chapter 44, Section 922, Unlawful Acts.
92. United States Code, Title 49, Subtitle IV, Part A, Chapter 101, Section 10102, Definitions.
93. United States Code, Title 49 Subtitle IV, Part B, Chapter 131, Section 13102, Definitions
94. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.
95. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.
96. United States Code, Title 49, Subtitle VI, Part B, Chapter 311, Subchapter III, Section 31132, Definitions.
97. United States Code, Title 49, Subtitle VIII, Chapter 601, Section 60101, Definitions.
98. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60501, Secretary of Energy
99. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60502, Federal Energy Regulatory Commission

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

1. The following forms/documents are referenced throughout this publication and are provided for informational purposes only. SDDC-Form-364R, Department Of Defense Standard Tender Of Freight Services

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APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

SIGNATURE AND TALLY RECORD (See DoD 4500.9-R for guidance) (Use of equivalent carrier-furnished signature and tally record is acceptable.)			OMB No. 0702-0027 OMB approval expires Oct 31, 2008	
<p>The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Service Directorate (0702-0027). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.</p>				
DISTRIBUTION INSTRUCTIONS				
<p>(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier. (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier. (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Commercial Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained. (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.</p>				
SECTION I - TO BE COMPLETED BY THE SHIPPER				
1a. SHIPPER NAME		b. ORIGIN		
2. PROTECTIVE SERVICE REQUESTED		3. COMMERCIAL BILL OF LADING NUMBER		
4a. CONSIGNEE NAME		b. DESTINATION		
5. PERMIT NUMBER (if any)		6. TRANSPORTATION CONTROL NUMBER		
7. ROUTING		8. WEIGHT	9. CUBE	
10. SPECIAL INSTRUCTIONS			11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)	
12. NAME OF CARRIER			13. NUMBER OF PIECES	
14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)		15. FREIGHT CLASSIFICATION DESCRIPTION		
SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT				
16. CUSTODY RECORD				
PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED (YYYYMMDD) e.

DD FORM 1907, NOV 2006

PREVIOUS EDITION IS OBSOLETE.

FormFlowAdobe Designer 7.0


DD Form 1907, Signature and Tally Record

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)										
<i>(Read Instructions before completing this form.)</i>										
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.					1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER					
SECTION I - DOCUMENTATION					ORIGIN a.		DESTINATION b.			
2. CARRIER/GOVERNMENT ORGANIZATION										
3. DATE/TIME OF INSPECTION										
4. LOCATION OF INSPECTION										
5. OPERATOR(S) NAME(S)										
6. OPERATOR(S) LICENSE NUMBER(S)										
7. MEDICAL EXAMINER'S CERTIFICATE*										
8. <i>(X if satisfactory at origin)</i>					9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*					
a. MILITARY HAZMAT ENDORSEMENT		d. ERG OR EQUIVALENT COMMERCIAL:		YES		NO				
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*		a. TRUCK/TRACTOR		YES		NO		
c. ROUTE PLAN		f. COPY OF 49 CFR PART 397		b. TRAILER		YES		NO		
SECTION II - MECHANICAL INSPECTION <i>All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.</i>										
10. TYPE OF VEHICLE(S)					11. VEHICLE NUMBER(S)					
12. PART INSPECTED <i>(X as applicable)</i>		ORIGIN (1)		DESTINATION (2)		ORIGIN (1)		DESTINATION (2)		COMMENTS (3)
		SAT		UNSAT		SAT		UNSAT		
a. SPARE ELECTRICAL FUSES						k. EXHAUST SYSTEM				
b. HORN OPERATIVE						l. BRAKE SYSTEM*				
c. STEERING SYSTEM						m. SUSPENSION				
d. WINDSHIELD/WIPERS						n. COUPLING DEVICES				
e. MIRRORS						o. CARGO SPACE				
f. WARNING EQUIPMENT						p. LANDING GEAR*				
g. FIRE EXTINGUISHER*						q. TIRES, WHEELS, RIMS				
h. ELECTRICAL WIRING						r. TAILGATE/DOORS*				
i. LIGHTS AND REFLECTORS						s. TARPULIN*				
j. FUEL SYSTEM*						t. OTHER <i>(Specify)</i>				
13. INSPECTION RESULTS <i>(X one)</i> ACCEPTED					REJECTED					
<i>(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)</i>										
14. SATELLITE MOTOR SURVEILLANCE SYSTEM: <i>(X one)</i> ACCEPTED					REJECTED					
15. REMARKS										
16. INSPECTOR SIGNATURE <i>(Origin)</i>					17. INSPECTOR SIGNATURE <i>(Destination)</i>					
SECTION III - POST LOADING INSPECTION <i>This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.</i>										
		ORIGIN (1)		DESTINATION (2)						COMMENTS (3)
		SAT		UNSAT		SAT		UNSAT		
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR										
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT										
20. SEALS APPLIED TO CLOSED VEHICLE; TARPULIN APPLIED ON OPEN EQUIPMENT										
21. PROPER PLACARDS APPLIED										
22. SHIPPING PAPERS/DD FORM 836 FOR GOVERNMENT VEHICLE SHIPMENTS										
23. COPY OF DD FORM 626 FOR DRIVER										
24. SHIPPED UNDER DOT SPECIAL PERMIT 868										
25. INSPECTOR SIGNATURE <i>(Origin)</i>					26. DRIVER(S) SIGNATURE <i>(Origin)</i>					
27. INSPECTOR SIGNATURE <i>(Destination)</i>					28. DRIVER(S) SIGNATURE <i>(Destination)</i>					

DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

COMMERCIAL BILL OF LADING			DATE		B/L NO.			
CARRIER				SCAC	CARRIER ACCOUNT NO.			
DESTINATION (Name, address and ZIP code)				ORIGIN (Name, address and ZIP code)				
SPLC (Dest.)				SPLC (Orig.)				
CONSIGNEE (Name, address and ZIP code of installation)				SHIPPER (Name, address and ZIP code)				
GBLOC (Cons.)								
APPROPRIATION CHARGEABLE				BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)				
VIA (Route shipment when advantageous to the Government)				AGENCY LOC CODE				
MARKS AND ANNOTATIONS								
TOTAL PKGS.		DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)			WEIGHT * (Pounds Only)		FOR USE OF BILLING CARRIER ONLY	
NO	KIND	HM				Services	Rate	Charges
			CLASSIFICATION ITEM NO					
			RELEASE VALUE: Mileage: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop off. SEE CONTINUATION PAGE(S) FOR ITEM DETAILS					
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED		SHIPPERS INITIALS		ROUTE ORDER/RELEASE NUMBER		
		VEHICLE FULLY LOADED						
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS						
		INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE	MARKED CAPACITY	DATE		
FOR:		APPLIED BY:	ORDERED AV1	FURNISHED AV1	ORDERED	FURNISHED		
CARRIER'S PICKUP DATE		SIGNATURE OF AGENT		PER	CARRIER WAY/FREIGHT BILL NO. AND DATE			
MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE	AT (Actual delivery point)	
ISSUING OFFICER AND OFFICE (issuing officer name, office and complete address)					BY (Name of the delivering carrier)			
					DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED			
					SHORTAGE <input type="checkbox"/> DAMAGED <input type="checkbox"/>			
					<input type="checkbox"/> CARRIER OS&D REPORT ATTACHED		NAME OF BILLING CARRIER	
					<input type="checkbox"/> DELIVERY AT DESTINATION FURNISHED		SIGNATURE OF AGENT	
CONTRACT/PURCHASE ORDER NO. AND FOB POINT					DATED			
<small>THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESIGNED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION, SUBJECT TO SECTION 7 OF THE CONDITIONS. IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES.</small>								
<small>THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.</small>								
<small>ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON. RECEIVED IN APPARENT GOOD ORDER. EXCEPTIONS NOTED:</small>								
 FXFLB30068								

Commercial Bill of Lading, GFM

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

B/L NO: _____

SHIPPER PROVIDED SHORT FORM BILL OF LADING - NOT NEGOTIABLE - DOMESTIC

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON

ROUTE: _____ RELEASE NO: _____ B/L NO: _____
 SCAC: _____ VEH NO: _____ TYPE: _____ MILEAGE: _____ TERMS: _____
 SEAL NUMBERS: _____ *THIRD PARTY*
 TARIFF/SPECIAL RATE AUTH: _____ EAST CHGS: _____
 CARRIER WAY / FRT _____ DATE PREPARED: _____
 OWNDERSHIP SCAC: _____
 CONSIGNED TO: _____ DODAAC: _____ MARKS AND ANNOTATIONS: _____

DESTINATION/ SPLC: _____

CONSIGNOR: _____ IPG: _____
 DDD: _____

SHIPPING POINT/ SPLC: _____


P C	TY PK	H M	DESCRIPTION OF ARTICLES	WEIGHT	RATE	EXT
			THIS IS PAGE 1 OF PAGE (S)			
			TOTAL PIECES TOTAL CUBE			
			TOTAL WT OF ARTICLES			
			TOTAL PALLET WT			
			GROSS WT			
			SEE PAGE 2 FOR SPECIAL INSTRUCTIONS			
			DECLARED VALUE OF GOODS:			
			BILL DIRECT TO: _____ FOR PAYMENT _____			

ISSUING OFFICE: _____

PER: ECFL "AGENT" _____ DATE _____ TIME _____
 RECEIVED IN APPARENT GOOD ORDER: EXCEPTIONS NOTED

Commercial Bill of Lading, DSS

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

COMMERCIAL BILL OF LADING			DATE		B/L NO.			
CARRIER				SCAC	CARRIER ACCOUNT NO.			
DESTINATION (Name, address and ZIP code)				ORIGIN (Name, address and ZIP code)				
SPLC (Dest.)				SPLC (Orig.)				
CONSIGNEE (Name, address and ZIP code of installation)				SHIPPER (Name, address and ZIP code)				
GBLOC (Cons.)								
APPROPRIATION CHARGEABLE				BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)				
VIA (Route shipment when advantageous to the Government)				AGENCY LOC CODE				
MARKS AND ANNOTATIONS								
TOTAL PKGS.		DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)			WEIGHT * (Pounds Only)		FOR USE OF BILLING CARRIER ONLY	
NO	KIND	HM				Services	Rate	Charges
			CLASSIFICATION ITEM NO					
			RELEASE VALUE: Mileage: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop off.					
			SEE CONTINUATION PAGE(S) FOR ITEM DETAILS					
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED		SHIPPERS INITIALS		ROUTE ORDER/RELEASE NUMBER		
		VEHICLE FULLY LOADED						
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS						
		INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE	MARKED CAPACITY	DATE		
FOR:		APPLIED BY:	ORDERED AV1	FURNISHED AV1	ORDERED	FURNISHED		
CARRIER'S PICKUP DATE		SIGNATURE OF AGENT		PER	CARRIER WAY/FREIGHT BILL NO. AND DATE			
MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE	AT (Actual delivery point)	
ISSUING OFFICER AND OFFICE (issuing officer name, office and complete address)					BY (Name of the delivering carrier)			
					DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED			
					SHORTAGE <input type="checkbox"/> DAMAGED <input type="checkbox"/>			
					<input type="checkbox"/> CARRIER OS&D REPORT ATTACHED		NAME OF BILLING CARRIER	
					<input type="checkbox"/> DELIVERY AT DESTINATION FURNISHED		SIGNATURE OF AGENT	
CONTRACT/PURCHASE ORDER NO. AND FOB POINT					DATED			
<small>THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESIGNED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION, SUBJECT TO SECTION 7 OF THE CONDITIONS. IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES.</small>								
<small>THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.</small>								
<small>ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON. RECEIVED IN APPARENT GOOD ORDER. EXCEPTIONS NOTED:</small>								
 FXFLB30068								

Commercial Bill of Lading, CMOS

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES					
1A. ISSUING TSP, BUREAU, AGENCY OR CONFERENCE		2A. TENDER NO. ICC		2B. SUPPLEMENT NO.	
1B. STANDARD CARRIER ALPHA CODE (SCAC)		2C. CANCELS		2D. SUPPLEMENT NOS. THAT CONTAIN ALL CHANGES	
3. TENDERED TO: <input type="checkbox"/> U.S. GOVERNMENT <input type="checkbox"/> OTHER (Specify)		4. ISSUE DATE	5. EFFECTIVE DATE	6. EXPIRATION DATE (If any)	
7. MOVEMENT APPLICATION (Check one) <input type="checkbox"/> FROM-TO <input type="checkbox"/> BETWEEN		8. ACTION CODE (Supplements only) <input type="checkbox"/> ADDITION <input type="checkbox"/> DELETION <input type="checkbox"/> CHANGE			
9. FREIGHT CLASSIFICATION AND/OR COMMODITY DESCRIPTION					
A. NMFC/UFC ITEM NO.		B. DESCRIPTION OF ARTICLES (use block 15 for accessorial/protective services)			
		(1) SPLC		(2) POINT NAME, COUNTY, AND STATE	
10A. ORIGIN					
10B. DESTINATION					
11. LOAD APPLICATION (check appropriate box(es)) <input type="checkbox"/> LOAD <input type="checkbox"/> LESS LOAD <input type="checkbox"/> ANY QUANTITY <input type="checkbox"/> OVERFLOW NOT APPLICABLE					
12A. RATE OR CHARGE		12B. MINIMUM WEIGHT(S)		13. ROUTE (Include TSP Code (SCAC))	
14. GOVERNING PUBLICATIONS AND EXCEPTIONS (insert exceptions below, if any) If the governing publication(s) is (are) omitted, the rates, charges, or services shown herein are subject to the rules which, at the time of movement, would govern this tender.					
EXCEPTIONS					
		15A. RATE OR CHARGE		15B. DESCRIPTION OF SERVICE AND GOVERNING PUBLICATION	
15. ACCESSORIAL/ PROTECTIVE SERVICES					
16. OPERATING AUTHORITY (Note Item 18A.)					

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

16. COMBINATION RATES (Check appropriate box)

- a. The rates and charges in this tender may be used as factors in the construction of any combination through rates, charges or other provisions.
- b. The rates and charges in this tender may be used as factors to make combination rates and charges to and/or from other points of origin and destination, provided that such other points are not more than thirty (30) highway miles distant from the pertinent point of origin or destination named in this tender. The distance shall be measured from: (1) the nearest boundary, in the case of designated commercial zones; (2) the nearest corporate limit, in the case of incorporated communities not in commercial zones; or (3) the nearest post office within other points of origin or destination.
- c. The rates and charges in this tender may not be used in construction of combination rates or charges.

17. GENERAL TERMS AND CONDITIONS

a. Lawful Performance: Operating authorities

The transportation service provider(s) (TSP) represent(s) to the United States government that the services provided in this tender will be performed in accordance with applicable Federal, state and municipal laws and regulations including Federal Management Regulations, 41 CFR 102-117 and 41 CFR 102-118, and the TSP(s) hold(s) the required operating authority to transport the commodity from, to, or between the places specified in the authorized certificates, permits or temporary operating authorities.

b. Charges and allowances

Except as otherwise provided in this tender, shipments made under the provisions of this tender are entitled to those additional services and privileges, as are provided in separately published tariffs or tenders to which the TSP(s) participates, including additional tariff or tender charges, rules and regulations applicable to such services and privileges.

c. Payment

The TSP shall bill the United States government on Standard Form 1113, Public Voucher for Transportation Charges, appropriately supported. The TSP(s) shall send bills to the "Bill Charges To" address shown on the face of the billing document.

d. References

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

e. Cancellation or amendment of tender

This tender may be canceled or amended by the TSP(s) on written notice of not less than thirty (30) calendar days, except for shipments made from the original point of origin (or port of importation, where appropriate) before the effective date of the notice and except for any accrued rights and liabilities of either party to the tender. Cancellations or amendments may be made upon shorter notice by mutual agreement between the Government and the TSP(s) concerned.

f. Filing with regulatory bodies

The TSP(s) certifies (certify) that, where required, the necessary copies of this tender, shall be filed with regulatory bodies, as appropriate.

g. Alternations and volume of traffic

This tender shall not apply where charges for service provided under this tender exceed charges otherwise applicable for the same service. Receipt and acceptance of this tender by the Government shall not be considered as a guarantee to the TSP of a particular volume of traffic described in this tender.

18. TRANSPORTATION SERVICE PROVIDER (TSP) OFFER AND INSTRUCTIONS

I am (we are) authorized to and offer on a continuing basis to the United States Government (subsequently called the Government), based on 49 U.S.C. 10721 and 49 U.S.C. 13712 or other appropriate authority, the transportation services described in this tender, subject to the terms and conditions stated in this tender. The property to which rates apply must be shipped by or for the Government on: (1) for international shipments, Government bills of lading; (2) bills of lading showing that the Government is either the consignor or the consignee and endorsed with the following legend:

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

(1) "Transportation under this tender is for the _____
 (Name the specific agency, such as the General Services Administration), and the actual total transportation charges paid to the TSP(s) by the consignor or consignee are assignable to, and are to be reimbursed by the Government";

(2) on bills of lading endorsed with the following legend:

"Transportation under this tender is for the _____

(Name the specific agency, such as the General Services Administration), and the actual total transportation charges paid to the TSP(s) by the consignor or consignee are to be reimbursed by the Government, according to cost-reimbursable

number _____. This may be confirmed by contacting the agency at _____."

16. SIGNATURE OF PARTY(IES) REPRESENTING TSP(S)

ISSUING TSP, BUREAU, AGENCY OR CONFERENCE	ADDRESS	TELEPHONE NO.
		EMAIL
SIGNATURE OF AUTHORIZING OFFICER OR AGENT	NAME OF AUTHORIZING OFFICER OR AGENT	DATE SIGNED
		TITLE OF AUTHORIZING OFFICER OR AGENT
PARTICIPATING TSP	ADDRESS	TELEPHONE NO.
		EMAIL
SIGNATURE OF AUTHORIZING OFFICER OR AGENT	NAME OF AUTHORIZING OFFICER OR AGENT	DATE SIGNED
		TITLE OF AUTHORIZING OFFICER OR AGENT
PARTICIPATING TSP	ADDRESS	TELEPHONE NO.
		EMAIL
SIGNATURE OF AUTHORIZING OFFICER OR AGENT	NAME OF AUTHORIZING OFFICER OR AGENT	DATE SIGNED
		TITLE OF AUTHORIZING OFFICER OR AGENT

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

OPTIONAL FORM 280

UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

PREPARATION INSTRUCTIONS

A. GENERAL

1. This optional form has been designed to expedite the handling of rate tenders. The block numbers and sequence has been designed for computerized processing.

2. When information furnished in one block expands upon or clarifies information furnished in another block, both should be cross-referenced; e.g., (See block ---).

B. DISTRIBUTION

In addition to the requirement for filing rate tenders with the Interstate Commerce Commission (See 49 U.S.C. 10721 and 13712) or other regulatory body, copies of tenders shall be submitted to the offices listed below:

1. *Military Traffic Management Command* : Two signed and 13 unsigned copies of tenders and supplements covering commodities, other than uncrated household goods (personal effects), shall be submitted to the Commander, Military Traffic Management Command, Attention: Negotiations Division, Washington, DC 20315.

2. *General Services Administration*:

a. Eight signed copies of tenders and supplements covering commodities other than uncrated household goods (personal effects). Submit copies to the GSA office which initiated the proposal for tender publication. In the absence of a more specific address, tenders and supplements may be submitted to the General Services Administration, National Capital Region, Washington, DC 20407. GSA does not accept paper tenders for closed van traffic.

(1) *Interstate movements* : Five signed and 15 unsigned copies of tenders and supplements to the General Services Administration, Washington, DC 20406.

(2) *Intrastate movements* : Five signed and 15 unsigned copies of tenders and supplements to the appropriate GSA region that negotiated or accepted the tender.

3. *Other agencies* : As directed by that agency.

C. EXPLANATION OF ABBREVIATIONS:

AGS - Armed Guard
Service AQ - Any quantity
CL - Carload
CSS - Constant Surveillance
Service CWT - Hundredweight
DDPS - Dual Driver Protective
Service DOD - Department of
Defense
GSA - General Services
Administration LCL - Less
than carload
LTL - Less than truckload
MTMC- Military Traffic Management
Command M/W - Minimum weight
NMFC- National Motor Freight
Classification PSS - Protective Signature
Service
PVU - Per vehicle used

RSS - Rail Surveillance Service
*SCAC - Standard Carrier Alpha Codes
*SPLC - Standard Point Location Codes
SSS - Signature Security Service
TL - Truckload
TSP - Transportation Service Provider
UFC - Uniform Freight Classification

*Published by National Motor Freight Traffic Association, Inc. agent, 1616 P Street, NW, Washington, DC 20036.

D. COMPLETION OF TENDER.

Each block shall be completed unless otherwise indicated:
Block No. 1A - Issuing TSP, bureau, agency or conference: Self-explanatory.

Block No. 1B - Standard carrier alpha code (SCAC): Self-explanatory.

Block No. 2A - Tender No. ICC: Each tender, including supplements, shall be assigned a discrete number by the issuer for identification purposes. If possible tender should be numbered consecutively from the lowest to the highest. If the tender applies to intrastate movements, include the appropriate State regulatory body number.

Block No. 2B - Supplement No.: Self-explanatory.

Block No. 2C - Cancels: If a tender cancels another tender or supplement, enter appropriate information in this block.

Block No. 2D - Supplement Nos. that contain all changes: Enter each supplement number remaining in effect with this issuance.

Block No. 3 - Tendered to:

a. (Optional) TSPs are encourage to make tender applicable to the "U.S. Government." If a specific reason exists for restricting application to a single agency, delete "U.S. Government" and enter the name of the agency.

b. GSA only, household goods: Tenders covering household goods issued under the GSA Tender of Service shall be issued "For the account of the U.S. Government except the Department of Defense and the U.S. Coast Guard."

Block No. 4 - Issue date: Enter date of issue.

Block No. 5 - Effective date: Enter date tender is to become effective.

Block No. 6 - Expiration date (if any): (Optional) Enter date tender is to expire. Tenders may be supplemented to review, change or cancel at any time during the effective period.

Block No. 7 - Movement application: Self-explanatory.

Block No. 8 - Action code : (Applies to supplements only) Check appropriate box(es) for this issuance.

Block No. 9 - Freight Classification and/or Commodity Description .

Block No. 9A - NMFC/UFC Item No.: If requested by the government shipping activity, enter the NMFC or UFC item number(s) and subnumber, if applicable. Enter item No. 999,999 for "freight all kinds" and item No. 1000 for "uncrated household goods and/or personal effect."

Block No. 9B - Description of articles (Use block 15 for transportation services) : The description of articles shall govern the commodity(ies) covered by the tender, regardless of the scope of the NMFC or UFC number. If this tender is for services only, blocks 9A and 9B will be omitted; enter appropriate information in block 15.

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Block No. 10A - Origin : Enter SPLC and point name (city or Government facility), county, and origin State.

Block 10B - Destination: Enter SPLC and point name (city or Government facility), county, and destination State.

NOTE: If the "between" box is checked in block 7, the block tender will apply in each direction.

SPLC CONSTRUCTION GUIDELINES.

The SPLC is used for administrative purposes only. The point (s) of origin and destination as shown in blocks 11A and 11B determine the application of rates or charges. *For the purpose of this Uniform tender of rates and/or charges only.* Carriers are requested to use the following guidelines when selecting the appropriate SPLC (Use 6 digit codes only, do not use 9 digit codes):

1. If the rates apply from, to, or between a limited number of points, enter the SPLC for each point.
2. If the rates apply from, to, or between all points within a commercial zone, enter the SPLC for the base city only.
3. If the rates apply from, to, or between all or several points within a county or its equivalent, enter the 6 digit SPLC for the major city of that county or its equivalent. If the SPLC for that city ends in other than "00", change the 5th and 6th digits to zero. (e. g., Newington, VA 250661; enter as 250600).
4. If the rates apply from, to, or between points within the entire State or large portions of the State, enter as the first 2 digits, the numerical State code as shown in item 2 of the Continental Directory NMF 102 (SPLC Directory). Fill out the code with zeros. (e.g., PA, East Section (200000); PA, West Section (210000)).
5. If rates apply from, to, or between large geographic areas of the United States enter, as the first digit, the applicable region code as shown in item 2 of the Continental Directory NMF 102 (SPLC Directory). Fill out the rest of the code with zeros. The second digit should be coded with an "R". (e.g., Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, East Section, New York, West Section, New Jersey (1R0000)).

Block No. 11 - Load application (Check appropriate box(es)) : If tender includes both CL/TL and LCL/LTL rates, check both load and less load boxes. Check "overflow not applicable" only if governing tender/tariff or TSP publication does not provide for overflow or if the tender provisions supersede tariff provisions. Check "any quantity" if appropriate.

Block No. 12A - Rate or Charge: Enter the rate or charge and basis (cents per hundredweight (cwt), charge per shipment, etc.).

Block 12B - Minimum Weight(s) : Enter the applicable minimum weights and basis (LCL, LTL, CL, TL, AQ, PVU, etc.).

Block No. 13 - Route (include carrier code (SCAC)) : Enter TSP name and the SCAC (see block No. 1B) for each TSP participating in route.

Block No. 14 - Government publications and exceptions (insert exceptions, if any): If different from printed statement, enter name and number of applicable classification, rules, and/or exception tariff, TSP publication.

Block No. 15 - Accessorial/Protective Services

Block No. 15A - Rate or charge: Enter rate or charge and basis (cents per cwt, charge per shipment, etc.). If accessorial services are to be furnished at no additional charge, enter "no charge" in this

Block No. 15B - Description of service and governing publication: Self-explanatory.

Block No. 16 - Operating Authority (Note "General terms and Conditions" Lawful Performance: Operating authorities): Enter the TSP(s) operating authority references applicable to the services offered. If no operating authority is required, enter "none required."

Block No. 17 - Combination rates (Check appropriate box): Check applicable provision.

Block No. 20 - Signature(s) of party(ies) representing TSP(s): Print or type all information for each TSP. Telephone numbers and e-mail addresses are helpful but not required. The required numbers of signed copies (see paragraph B of these preparation instructions) shall be manually signed by the authorized official of the issuing TSP, bureau, agency or conference and all participating TSPs.

A. SPECIAL INSTRUCTIONS FOR COMPLETION OF TENDER SUPPLEMENTS.

The following *minimum* information is required for issuance of a supplement:

1. Name of issuing TSP, bureau, agency or conference, including SCAC code. (Block Nos. 1A and 1B)
2. Tender and supplement number. (Block Nos. 2A and 2B)
3. Issue date. (Block 4)
4. Effective date. (block No. 5)
5. Action code. (Block No. 8)
6. Description of commodity or service. (Block Nos. 9B or 15)
7. Origin and destination. (Block Nos. 10A and 10B)
8. Authorized signature(s). (Block No. 20)

Particular attention is directed to the following:

Block 6. Expiration date (if any) (optional): If it is intended to bring forward or continue the expiration date without change, the expiration date should be brought forward on the supplement. If the block is not completed, the tender will remain in effect until cancelled by a tender supplement or another tender.

Partial changes of a block: If a block with multiple entries is changed, the revised block must clearly specify the change such as, Add: (commodity), Delete: (destination), Increase: (rate, M/ W). Entering changed data only without instructions will change the entire block to read as shown on the supplement.

Blanket supplements: Blanket supplements will be acceptable if the number of copies specified in paragraph B of these preparation instructions are furnished for each supplemented tender.

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DEPARTMENT OF DEFENSE STANDARD TENDER OF FREIGHT SERVICES

For use of this form see the Defense Travel Regulation; the proponent for this form is SDDC G-9

OMB APPROVAL NUMBER
0704-0261
Expires 4/30/2019

The public reporting burden for this collection of information is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Executive Services Directorate, Information Management Division, 4800 Mark Center Drive, East Tower, Suite 02G09, Alexandria, VA 22350-3100 (0704-0261). Respondents should be aware that notwithstanding any other provision of the law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE ADDRESS. Responses should be sent to Commander, Military Surface and Distribution Command, ATTN: AMSSD-SB, 1 Soldier Way, Scott AFB, IL 62225-5006.

SECTION A – CARRIER INFORMATION

1. ISSUING CARRIER:[_____] SCAC:[_____] STREET ADDRESS:[_____] CITY:[_____] STATE:[_] ZIP:[_ - _]

2. TO ARRANGE MOVES, TELEPHONE: () - () - .

3. MODE: _____

4. TENDER NUMBER: _____ SUPPLEMENT: _ 5. (RESERVED)

6. CANCELS: _____

7. IF THIS IS A SUPPLEMENT, USE "X" TO NOTE ITS EFFECT:

_ADD; _DELETE; _INCREASE; _DECREASE; _CHANGE

NATURE OF CHANGE:[_____]

8. ISSUE: _____ 9. EFFECTIVE: _____ 10. EXPIRATION _____ DATE y y m m d d DATE y y m m d d DATE y y m m d d

11. APPLICATION: ___ INTERSTATE ___ INTRASTATE (POST OFFICE STATE CODE) ("x" as appropriate)

12. OPERATING AUTHORITY: _____

13. TYPE OF EQUIPMENT OFFERED: _____

14. COMMODITIES: Classification Used: ___ NMFC ___ STCC ___ DOD UNIQUE ("x" as appropriate)

NUMBER	DESCRIPTION
-----	_____
-----	_____
-----	_____
-----	_____

15. RELEASED VALUE: [] Rates quoted are subject to a released value not to exceed \$ _____ per pound per article (vehicle) as described in the applicable Military Freight Traffic Rules Publication.

16. INDICATE WITH "X" IF THESE PARTS ARE INCLUDED IN THIS TENDER:

SECTION D ___; SECTION E ___; TABLE E ___; TABLE F ___; SECTION E-1 ___; SECTION F ___; SECTION G ___; SECTION H ___; SECTION I ___; SECTION J ___; SECTION K ___; APPENDIX A ___ (RAIL ONLY) APPENDIX B ___

SDDC FORM 364-R, APR 2016

SDDC Form 364-R, Jan 07, is obsolete

SECTION B. GENERAL TERMS AND CONDITIONS

a. **Lawful Performance: Operating Authorities:** The carrier(s) represent(s) to the United States that the services provided in this tender will be performed in accordance with applicable Federal, State and Municipal law and regulations and the carrier(s) holds a certificate or permit authorizing the service tendered. The carrier(s) further represent(s) to the United States that, as of the date filed, it (they) is (are) not disqualified from participating in Department of Defense traffic subject to this tender and is (are) not an alter ego for any carrier or person so disqualified. (Misrepresentation may result in criminal penalties pursuant to 18 U.S.C. 1001).

b. **Payment:** The Contractor shall participate in the US Bank PowerTrack billing and payment system. Information regarding PowerTrack capabilities can be obtained from the Program Management Office at USTRANSCOM TCJ4-LT, 1-618-229-2848, and contractor sales at 1-815-784-8421. Information can also be obtained by accessing the U.S. Bank website <http://www.usbank.com/powertrack> or by contacting U.S. Bank at 1-612-973-6156.

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

d. **Cancellation or Amendment of Tender:** This tender may be cancelled or amended by the carrier(s) only on written notice of not less than fifteen calendar days (computed by the day of receipt by SDDC/USTRANSCOM) except for shipments made from the original point of origin (or port of importation, where appropriate) before the effective date of the notice and except for any accrued rights and liabilities of either party to the tender. Carriers may issue tenders to reduce rates on one day notice. Cancellations or amendments may be made upon shorter notice by mutual agreement between the Government and the carrier(s) concerned. SDDC/USTRANSCOM shall also have the right to withdraw tenders of the carriers removed for default, or disqualified for unsatisfactory performances or other actions or causes as described in SDDC Regulation 15-1, Procedure for Disqualifying and Placing Carriers in Nonuse; 32 CFR Part 861, DOD Commercial Air Carrier Qualification and Safety Review Program.

e. **Alternations and Volume Traffic:** Except as provided in Item pertaining to Alternation of Rates of the applicable Military Freight Traffic Rules Publication, this tender shall not apply where charges for service provided under this tender exceed charges otherwise applicable for the same service in tenders filed with SDDC/USTRANSCOM. Receipt and acceptance of this tender by the Government shall not be considered as a guarantee to the carrier of a particular volume of traffic described in this tender. SDDC/AMC also reserves the right to use rates in carrier's individual tariffs and/or applicable rate bureau publications if lesser charges otherwise applicable for the same service will result.

f. **Certification:** Except for lawful discussion between this firm and other carriers or agents providing underlying transportation or equipment including discussions with interlining carriers for services or equipment between points in this tender, I certify that: (1) The rates in this submission have been arrived at independently, without consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such rates with any other carriers or with any competitor; (2) Unless otherwise required by law, the rates in this submission have not been knowingly disclosed and will not knowingly be disclosed prior to the date set for submission of such rates, or charges thereto, directly or indirectly to any other carrier or to any competitor; (3) No attempt has been made to induce any other person or firm to submit or not submit such rates for the purpose of restricting competition.

g. **Governing Publications:** _____ ; _____ ; _____ ; _____ ;

h. **Combination/Proportional Rates:** (Please "x" in Appropriate Box)

The rates and charges in this tender may be used as factors in the construction of any combination of through rates, charges or other provisions.

The rates and charges in this tender may not be used in construction of combination rates or charges.

The rates in this tender may be used as proportional rates only.

SECTION C – CARRIER'S OFFER AND INSTRUCTIONS

I am authorized to and offer on a continuing basis to the U.S. Department of Defense (meaning any Service or Agency which is part of the Department of Defense), the transportation services described in this tender, subject to the terms and conditions stated in this tender, in accordance as published in Title 41, Part 101-41 of the Code of Federal Regulations. I hereby certify that all participating carriers have also agreed to be bound by the provisions of this tender. The property to which rates apply must be shipped by or for the government (1) commercial bills of lading; (2) on carrier straight commercial bills of lading endorsed to show that such bills of lading are to be exchanged for government bills of lading at destination or converted to government bills of lading after delivery to the consignee; or (3) on commercial bills of lading showing that the Government is either the consignor or the consignee and endorsed with the following legend: "Transportation under this tender is for the U.S. Department of Defense, and the actual total transportation charges paid to the carrier(s) by the consignor or consignee are to be reimbursed by the Government, according to Contract No. _____. This may be confirmed by contacting the Agency at _____.

AUTHORIZED SIGNATURE

Issuing Carrier:

For questions concerning tender development, telephone:

Company CEO email: _____

Dispatcher/Operator email: _____

Tender developer email: _____

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

By (signature and print Title of Authorized Officer or Agent)	Address:	Date:
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SDDC FORM 364-R, APR 2016X

2ND DRAFT

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

SECTION D – POINT-TO-POINT RATES

1. RATE QUALIFIER (SELECT ONE):

PH = Per Hundred Weight DH = Per Per Hundred Weight Per Dromadary Service Shipment
 ST = Per Short Ton PG = Per Gal.(Bulk Liquid Transporters other than Pipeline or Barge)
 PL = Per Vehicle Used PV = Per Vehicle Used (Vehicles on Rail Flat, Bilevel & Trilevel Cars, and in motor
 PC = Per Rail Car Used Truckaway or Haulaway Service
 DL = Per Dromadary Service Shipment BB = Per Barrel (Pipeline/Barge Only)

2. MINIMUM WEIGHT/VOLUME/QUANTITY: COLUMN A:_____ COLUMN B:_____ COLUMN C:
 COLUMN D:_____

3. TABLE OF RATES:

SPLC INCENTIVE	BETWEEN LOCATION ROUTES	(X) COLUMN A:		RAIL ONLY	RAIL
		COLUMN B:	COLUMN C:	COLUMN D:	COLUMN D:
FROM: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
FROM: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
FROM: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____
TO: _____ {}_____	_____ {}_____	_____	_____	_____	_____

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APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

SECTION E. TERRITORIAL RATES

ORIGINS:

RAIL

<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>	<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>
--- -----	[_____]	---	-----	[_____]	
--- -----	[_____]	---	-----	[_____]	
--- -----	[_____]	---	-----	[_____]	
--- -----	[_____]	---	-----	[_____]	

DESTINATIONS:

RAIL

<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>	<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>
--- -----	[_____]	---	-----	[_____]	
--- -----	[_____]	---	-----	[_____]	
--- -----	[_____]	---	-----	[_____]	
--- -----	[_____]	---	-----	[_____]	

BETWEEN: (X) []

THE FOLLOWING POINTS ARE EXCEPTED FROM THE APPLICATION OF SECTION E OF THIS TENDER:

<u>SPLC</u>	<u>LOCATION</u>	(O) (D)	<u>SPLC</u>	<u>LOCATION</u>	(O) (D)
-----	[_____]	[] []	-----	[_____]	[] []
-----	[_____]	[] []	-----	[_____]	[] []
-----	[_____]	[] []	-----	[_____]	[] []

5. RATE QUALIFIER: (SELECT ONE) __

- PM = PER MILE PER VEHICLE (CAR) USED (USE TABLE A).
- PJ = PER MILE PER VEHICLE MOVED (VEHICLES ON RAIL FLAT, BILEVEL, AND TRILEVEL CARS AND IN MOTOR TRUCKAWAY SERVICE (USE TABLE A OR B).
- PH = PER HUNDREDWEIGHT (USE TABLE B OR E).
- PG = PER GALLON (BULK LIQUID TRANSPORTERS, OTHER THAN PIPELINE OR BARGE (USE TABLE B OR E).
- PY = PER GALLON PER MILE (BULK LIQUID TRANSPORTERS, OTHER THAN PIPELINE OR BARGE (USE TABLE B OR E).
- PZ = PER HUNDREDWEIGHT PER MILE (USE TABLE B OR E).
- ST = PER SHORT TON (USE TABLE C).
- PQ = PERCENT OF CLASS (USE TABLE D).
- DL = PER FROMEDARY SERVICE SHIPMENT (USE TABLE B OR F).
- DH = PER HUNDREDWEIGHT PER FROMEDARY SERVICE SHIPMENT (USE TABLE B OR F).
- DZ = PER HUNDREDWEIGHT PER MILE PER FROMEDARY SERVICE SHIPMENT (USE TABLE B OR F).
- PC = PER RAIL CAR USED (USE TABLE E).
- PL = PER VEHICLE USED (USE TABLE E).

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

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SECTION E. TERRITORIAL RATES (CONTINUED)

TABLE E (RATE MATRIX)

PER HUNDREDWEIGHT /PER HUNDREDWEIGHT PER MILE / PER GALLON PER MILE /PER RAIL CAR USED /PER VEHICLE USED

MINIMUM EXPRESSED IN (SELECT ONE): P = POUNDS; G = GALLONS ()

RAIL MINIMUMS: GALLONS POUNDS	PER RAIL CAR USED ONLY ANY WEIGHT	<u>10,000</u>	<u>20,000</u>	<u>30,000</u>	100,000	120,000	140,000	160,000	180,000	(RAIL ONLY INCENTIVE)
		40,000	60,000	80,000						
TRUCK MINIMUMS: GALLONS POUNDS	PER VEHICLE USED ONLY ANY WEIGHT	<u>5,000</u>	<u>8,000</u>	20,000	25,000	30,000	35,000	40,000	45,000	
		10,000	15,000							
0-50	----	----	----	----	----	----	----	----	----	----
51-100	----	----	----	----	----	----	----	----	----	----
101-150	----	----	----	----	----	----	----	----	----	----
151-200	----	----	----	----	----	----	----	----	----	----
M	----	----	----	----	----	----	----	----	----	----
201-250	----	----	----	----	----	----	----	----	----	----
I	----	----	----	----	----	----	----	----	----	----
251-300	----	----	----	----	----	----	----	----	----	----
L	----	----	----	----	----	----	----	----	----	----
301-350	----	----	----	----	----	----	----	----	----	----
E	----	----	----	----	----	----	----	----	----	----
351-400	----	----	----	----	----	----	----	----	----	----
A	----	----	----	----	----	----	----	----	----	----
401-450	----	----	----	----	----	----	----	----	----	----
G	----	----	----	----	----	----	----	----	----	----
451-500	----	----	----	----	----	----	----	----	----	----
E	----	----	----	----	----	----	----	----	----	----
501-550	----	----	----	----	----	----	----	----	----	----
S	----	----	----	----	----	----	----	----	----	----
551-600	----	----	----	----	----	----	----	----	----	----
601-650	----	----	----	----	----	----	----	----	----	----
651-700	----	----	----	----	----	----	----	----	----	----
701-750	----	----	----	----	----	----	----	----	----	----
751-800	----	----	----	----	----	----	----	----	----	----
801-850	----	----	----	----	----	----	----	----	----	----
851-900	----	----	----	----	----	----	----	----	----	----

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

901-950										
951-1000	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1001-1100	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

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TABLE E (RATE MATRIX)(CONTINUED)

PER HUNDREDWEIGHT /PER HUNDREDWEIGHT PER MILE / PER GALLON PER MILE /PER RAIL CAR USED /PER VEHICLE USED

MINIMUM EXPRESSED IN (SELECT ONE): P = POUNDS; G = GALLONS ()

RAIL MINIMUMS: GALLONS POUNDS	PER RAIL CAR USED ONLY ANY WEIGHT	10,000	20,000	30,000	100,000	120,000	140,000	160,000	180,000	(RAIL ONLY INCENTIVE)
		40,000	60,000	80,000						
TRUCK MINIMUMS: GALLONS POUNDS	PER VEHICLE USED ONLY ANY WEIGHT	5,000	8,000	20,000	25,000	30,000	35,000	40,000	45,000	
		10,000	15,000							
1101-1200	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1201-1300	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1301-1400	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1501-1600	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1601-1700	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1701-1800	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
M 1801-1900	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
I 1901-2000	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
L 2001-2100	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
E 2101-2200	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
A 2201-2300	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
G 2301-2400	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

E	----	----	----	----	----	----	----	----	----
2401-2500	----	----	----	----	----	----	----	----	----
2501-2600	----	----	----	----	----	----	----	----	----
2601-2700	----	----	----	----	----	----	----	----	----
2701-2800	----	----	----	----	----	----	----	----	----
2801-2900	----	----	----	----	----	----	----	----	----
2901-3000	----	----	----	----	----	----	----	----	----
3001-3200	----	----	----	----	----	----	----	----	----
3201-3400	----	----	----	----	----	----	----	----	----
3401-3600	----	----	----	----	----	----	----	----	----
3601-3800	----	----	----	----	----	----	----	----	----
3801-4000	----	----	----	----	----	----	----	----	----
4001-4200	----	----	----	----	----	----	----	----	----

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SECTION E. TERRITORIAL RATES (CONTINUED)

TABLE F DROMEDARY SERVICE RATE MATRIX

PER DROMEDARY SERVICE SHIPMENT / PER HUNDREDWEIGHT PER DROMEDARY SERVICE SHIPMENT / PER HUNDREDWEIGHT PER MLE PER DROMEDARY SERVICE SHIPMENT

MINIMUMS "X" AS APPROPRIATE: () 2,500 AND 5,000 POUNDS (DROMEDARY SERVICE); () 7,500 AND 10,000 POUNDS (410 DROMEDARY SERVICE)

MILEAGE BRACKET	MINIMUM	MINIMUM	MILEAGE BRACKET	MINIMUM	MINIMUM	MILEAGE BRACKET	MINIMUM	MINIMUM
	----	----		----	----		----	----
0-50	----	----	1201-1250	----	----	2401-2450	----	----
51-100	----	----	1251-1300	----	----	2451-2500	----	----
101-150	----	----	1301-1350	----	----	2501-2550	----	----
151-200	----	----	1351-1400	----	----	2551-2600	----	----
M	----	----	1401-1450	----	----	2601-2650	----	----
201-250	----	----	1451-1500	----	----	2651-2700	----	----
I	----	----	1501-1550	----	----	2701-2750	----	----
251-300	----	----	1551-1600	----	----	2751-2800	----	----
L	----	----	1601-1650	----	----	2801-2850	----	----
301-350	----	----	1651-1700	----	----	2851-2900	----	----
E	----	----		----	----		----	----
351-400	----	----		----	----		----	----
A	----	----		----	----		----	----
401-450	----	----		----	----		----	----
G	----	----		----	----		----	----
451-500	----	----		----	----		----	----
E	----	----		----	----		----	----

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501-550			1701-1750			2901-2950	
S							
551-600	-----	-----	1751-1800	-----	-----	2951-3000	-----
601-650	-----	-----	1801-1850	-----	-----	3001-3050	-----
651-700	-----	-----	1851-1900	-----	-----	3051-3100	-----
701-750	-----	-----	1901-1950	-----	-----	3101-3150	-----
751-800	-----	-----	1951-2000	-----	-----	3151-3200	-----
801-850	-----	-----	2001-2050	-----	-----	3201-3250	-----
851-900	-----	-----	2051-2100	-----	-----	3251-3300	-----
901-950	-----	-----	2101-2150	-----	-----	3301-3350	-----
951-1000	-----	-----	2151-2200	-----	-----	3351-3400	-----
1001-1050	-----	-----	2201-2250	-----	-----	3401-3450	-----
1051-1100	-----	-----	2251-2300	-----	-----	3451-3500	-----
1101-1150	-----	-----	2301-2350	-----	-----	3501-4000	-----
1151-1200	-----	-----	2351-2400	-----	-----	4001-4500	-----

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SECTION E-1. STATE-TO-STATE RATE MATRIX

RATE QUALIFIERS: (SELECT ONE) PM - PER MILE PER VEHICLE (CAR) USED
 PZ - PER HUNDREDWEIGHT PER MILE
 MINIMUM CHARGE: _____ MINIMUM WEIGHT: _____ (PER HUNDREDWEIGHT PER MILE ONLY)

FROM							
TO	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----

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2ND DRAFT

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

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SECTION G – POINT-TO-POINT AIR RATES

1. LEVEL OF SERVICE (SELECT ONE, TWO, THREE, OR ALL FOUR): (X)

SG = PRIORITY
D1 = OVERNIGHT SERVICE
D2 = SECOND DAY
D3 = DEFERRED

2. TYPE OF SERVICE (SELECT ONE)

AA = AIRPORT-TO-AIRPORT
DD = DOOR-TO-DOOR

3. ORIGINS/DESTINATIONS:

SPLC LOCATION BETWEEN
 [X]

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION [X]

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION [X]

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION [X]

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION [X]

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FROM: _____ [] []

TO: _____ [] []

TO: _____ [] []

TO: _____ [] []

USE TABLE G-1.

SDDC FORM 364-R, APR 2016
SECTION G – TABLE OF RATES

TABLE G-1- POINT-TO-POINT AIR RATES

RATE QUALIFIER: PH (Per HUNDREDWEIGHT)

RATES ARE IN DOLLARS AND CENTS PER 100 POUNDS.

POUNDS	WEIGHT IN				LEVEL OF SERVICE
	SG	D1	D2	D3	
151-200	_____	_____	_____	_____	
201-300	_____	_____	_____	_____	
301-500	_____	_____	_____	_____	
501-1000	_____	_____	_____	_____	
1001-2000	_____	_____	_____	_____	
2001-5000	_____	_____	_____	_____	
5001 over	_____	_____	_____	_____	

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

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SECTION H – TERRITORIAL AIR RATES

1. LEVEL OF SERVICE (SELECT ONE, TWO, THREE, OR ALL FOUR): (X)

- SG = PRIORITY
 D1 = OVERNIGHT SERVICE
 D2 = SECOND DAY
 D3 = DEFERRED

2. TYPE OF SERVICE: DOOR-TO-DOOR (DD)

3. ORIGINS:

<u>SPLC</u>	<u>LOCATION</u>	<u>SPLC</u>	<u>LOCATION</u>
-----		-----	
-----		-----	
-----		-----	
-----		-----	
-----		-----	
-----		-----	

4. DESTINATIONS:

<u>SPLC</u>	<u>LOCATION</u>	<u>SPLC</u>	<u>LOCATION</u>
-----		-----	
-----		-----	
-----		-----	
-----		-----	
-----		-----	
-----		-----	

5. BETWEEN (X)

6. EXCEPT:

<u>SPLC</u>	<u>LOCATION</u>	(O)	(D)
-----		<input type="checkbox"/>	<input type="checkbox"/>
-----		<input type="checkbox"/>	<input type="checkbox"/>
-----		<input type="checkbox"/>	<input type="checkbox"/>
-----		<input type="checkbox"/>	<input type="checkbox"/>
-----		<input type="checkbox"/>	<input type="checkbox"/>
-----		<input type="checkbox"/>	<input type="checkbox"/>

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

USE TABLE H-1, H-2, H-3, AND H-4

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 SECTION H – TERRITORIAL AIR RATES (CONTINUED)

THIS MATRIX IS TO BE USED WITH TABLES H-1, H-2, H-3, H-4.

REGION – 1	REGION – 2	REGION – 3	REGION – 4
MAINE	PENNSYLVANIA	MICHIGAN	NORTH CAROLINA
NEW HAMPSHIRE	DELAWARE	WISCONSIN	TENNESSEE
VERMONT	MARYLAND	OHIO	SOUTH CAROLINA
MASSACHUSETTS	DISTRICT OF COLUMBIA	ILLINOIS	INDIANA
CONNECTICUT	VIRGINIA	ALABAMA	GEORGIA
NEW YORK	WEST VIRGINIA	MISSISSIPPI	
NEW JERSEY	KENTUCKY	FLORIDA	
RHODE ISLAND			

REGION – 5	REGION – 6	REGION – 7	REGION – 8
MINNESOTA	ARKANSAS	MONTANA	IDAHO
NORTH DAKOTA	OKLAHOMA	WYOMING	WASHINGTON
SOUTH DAKOTA	LOUISIANA	COLORADO	OREGON
IOWA	TEXAS	UTAH	NEVADA
NEBRASKA	NEW MEXICO	CALIFORNIA	
MISSOURI	ARIZONA		
KANSAS			

TO CONUS REGIO N	FROM CONUS REGION							
	1	2	3	4	5	6	7	8
1	A	B	C	C	C	D	D	E
2	B	A	B	B	C	C	D	E
3	C	B	A	B	B	C	D	D
4	C	B	B	A	C	C	D	E
5	C	C	B	C	A	B	B	C
6	D	C	C	C	B	A	B	C
7	D	D	D	D	B	B	A	B
8	E	E	D	E	C	C	B	A

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APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

SECTION H – TABLE OF RATES (CONTINUED)

RATE QUALIFIER: PH (PER HUNDREDWEIGHT)

RATES IN DOLLARS AND CENTS PER 100 POUNDS.

TABLE H-1

WEIGHT IN POUNDS	RATE TABLES - SG				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

TABLE H-2

WEIGHT IN POUNDS	RATE TABLES – D1				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

TABLE H-3

WEIGHT IN POUNDS	RATE TABLES – D2				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

TABLE H-4

WEIGHT IN POUNDS	RATE TABLES – D3				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

SECTION I – CONUS-TO-CONUS SMALL PACKAGE AIR RATES

1. LEVEL OF SERVICE (SELECT ONE, TWO, THREE, OR ALL FOUR): (X)

SG = PRIORITY
D1 = OVERNIGHT SERVICE
D2 = SECOND DAY
D3 = DEFERRED

2. TYPE OF SERVICE: DOOR-TO-DOOR (DD)

3. ORIGINS:

SPLC LOCATION
FROM: _____ 9 C | CONUS _____ |

4. DESTINATIONS:

SPLC LOCATION
FROM: _____ 9 C | CONUS _____ |

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APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

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SECTION I-1 – CONUS-TO-CONUS SMALL PACKAGE AIR RATES
RATE QUALIFIER: PS (PER SHIPMENT)
RATES ARE IN DOLLARS AND CENTS PER SHIPMENT
AIR RATES – SHIPMENTS WEIGHING 1 TO 150 POUNDS
LEVEL OF SERVICE

WT	SG	D1	D2	D3	WT	SG	D1	D2	D3
1	---	---	---	---	26	---	---	---	---
2	---	---	---	---	27	---	---	---	---
3	---	---	---	---	28	---	---	---	---
4	---	---	---	---	29	---	---	---	---
5	---	---	---	---	30	---	---	---	---
6	---	---	---	---	31	---	---	---	---
7	---	---	---	---	32	---	---	---	---
8	---	---	---	---	33	---	---	---	---
9	---	---	---	---	34	---	---	---	---
10	---	---	---	---	35	---	---	---	---
11	---	---	---	---	36	---	---	---	---
12	---	---	---	---	37	---	---	---	---
13	---	---	---	---	38	---	---	---	---
14	---	---	---	---	39	---	---	---	---
15	---	---	---	---	40	---	---	---	---
16	---	---	---	---	41	---	---	---	---
17	---	---	---	---	42	---	---	---	---
18	---	---	---	---	43	---	---	---	---
19	---	---	---	---	44	---	---	---	---
20	---	---	---	---	45	---	---	---	---
21	---	---	---	---	46	---	---	---	---
22	---	---	---	---	47	---	---	---	---
23	---	---	---	---	48	---	---	---	---
24	---	---	---	---	49	---	---	---	---
25	---	---	---	---	50	---	---	---	---

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SECTION I-1 – CONUS-TO-CONUS SMALL PACKAGE AIR RATES (CONTINUED)
RATE QUALIFIER: PS (PER SHIPMENT)
RATES ARE IN DOLLARS AND CENTS PER SHIPMENT
AIR RATES – SHIPMENTS WEIGHING 1 TO 150 POUNDS
LEVEL OF SERVICE

WT	SG	D1	D2	D3	WT	SG	D1	D2	D3
51	---	---	---	---	76	---	---	---	---
52	---	---	---	---	77	---	---	---	---
53	---	---	---	---	78	---	---	---	---
54	---	---	---	---	79	---	---	---	---
55	---	---	---	---	80	---	---	---	---
56	---	---	---	---	81	---	---	---	---
57	---	---	---	---	82	---	---	---	---
58	---	---	---	---	83	---	---	---	---
59	---	---	---	---	84	---	---	---	---
60	---	---	---	---	85	---	---	---	---
61	---	---	---	---	86	---	---	---	---
62	---	---	---	---	87	---	---	---	---
63	---	---	---	---	88	---	---	---	---
64	---	---	---	---	89	---	---	---	---
65	---	---	---	---	90	---	---	---	---
66	---	---	---	---	91	---	---	---	---

APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

67	---	---	---	---	92	---	---	---	---
68	---	---	---	---	93	---	---	---	---
69	---	---	---	---	94	---	---	---	---
70	---	---	---	---	95	---	---	---	---
71	---	---	---	---	96	---	---	---	---
72	---	---	---	---	97	---	---	---	---
73	---	---	---	---	98	---	---	---	---
74	---	---	---	---	99	---	---	---	---
75	---	---	---	---	100	---	---	---	---

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SECTION I-1 – CONUS-TO-CONUS SMALL PACKAGE AIR RATES
RATE QUALIFIER: PS (PER SHIPMENT)
RATES ARE IN DOLLARS AND CENTS PER SHIPMENT
AIR RATES – SHIPMENTS WEIGHING 1 TO 150 POUNDS
LEVEL OF SERVICE

WT	SG	D1	D2	D3	WT	SG	D1	D2	D3
101	---	---	---	---	126	---	---	---	---
102	---	---	---	---	127	---	---	---	---
103	---	---	---	---	128	---	---	---	---
104	---	---	---	---	129	---	---	---	---
105	---	---	---	---	130	---	---	---	---
106	---	---	---	---	131	---	---	---	---
107	---	---	---	---	132	---	---	---	---
108	---	---	---	---	133	---	---	---	---
					134	---	---	---	---
109	---	---	---	---					
110	---	---	---	---	135	---	---	---	---
111	---	---	---	---	136	---	---	---	---
112	---	---	---	---	137	---	---	---	---
113	---	---	---	---	138	---	---	---	---
114	---	---	---	---	139	---	---	---	---
115	---	---	---	---	140	---	---	---	---
116	---	---	---	---	141	---	---	---	---
117	---	---	---	---	142	---	---	---	---
118	---	---	---	---	143	---	---	---	---
119	---	---	---	---	144	---	---	---	---
120	---	---	---	---	145	---	---	---	---
121	---	---	---	---	146	---	---	---	---
122	---	---	---	---	147	---	---	---	---
123	---	---	---	---	148	---	---	---	---
124	---	---	---	---	149	---	---	---	---
125	---	---	---	---	150	---	---	---	---

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APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

SECTION J. NON STANDARD RATES

ORIGINS:

DESTINATIONS:

State rules and rates below (may only be used with 50000 series tenders):

2ND DRAFT

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2ND DRAFT