

## **SUMMARY OF CHANGES 2<sup>nd</sup> DRAFT**

Page 9, deleted: Air carrier registrations are handled by USTRANSCOM, TCJ4-LC, Commercial Services Branch. Air TSPs interested in providing services for the DoD should email [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)

Page 9, Para 5, added: The applicable rate on any shipment is the one published and in effect within the Tender Entry on the Web (TEOW) application on the date the shipment is accepted by the TSP (see U.S. Government Freight Handbook, Chapter 3, section 32: U.S. Government Freight Transportation Handbook (gsa.gov)). A carrier's acceptance under their tender identified in the offer constitutes the carrier's formal agreement to perform those services under that tender's rate at the time of acceptance. Changes or cancellations of tenders after a carrier accepts a shipment will not alter the existing agreement(s); new or updated tenders will be applicable to future shipments that have not yet been accepted by the carrier.

Page 15, Para 4. Changed to read: Brokerage (as defined in 49 CFR, Part 371.2) of TPS will not be permitted.

Page 16, Para c. Changed to read. Motor carriers shall provide a corrective action for all violations discovered during a roadside inspection while carrying DoD TPS cargo requiring SNS. Corrections will be provided to SDDC Safety Office at [usarmy.scott.sddc.mbx.ae-safety@mail.mil](mailto:usarmy.scott.sddc.mbx.ae-safety@mail.mil) within 30 days of the violation.

Page 17, Para 10.a. Changed to read: TCN and BOL. Provide this in the B1002 element. When TCNs or BOLs cannot be provided by the shipper activity, the B1002 will contain "NONE" to indicate non-availability. Word Waybill deleted.

Page 21, Para E.4. Holidays changed to read: When delivering or loading cargo on a DoD Commercial Bill of Lading (CBL) at a commercial industry facility, the following DoD (Federal) Holidays may not be observed. As long as the facility is open for normal business hours, holiday pick-up or delivery charges will not be authorized unless specifically listed on the CBL by the issuing US Government office. Federal Holidays affected by this policy:

Martin Luther King Jr Day  
President's Day  
Memorial Day  
July 4th  
Labor Day  
Columbus Day  
Veteran's Day  
Juneteenth Day

Page 23, Section A, IV- DoD Standard Tender of Freight Service – Rewritten entirely

Page 23, Section IV was rewritten and removed – “and send this through an administrative message electronically to the TSP via EDI Transaction Set 994. GFM will send an additional 994 with the reason for rejection on rejected tenders” from the end of the sentence.

Page 24, 4.c, Section IV, Rewritten. Deleted: "and send this through an administrative message electronically to the TSP via EDI Transaction Set 994. GFM will send an additional 994 with the reason for rejection on rejected tenders.

Page 24, Section IV, Rewritten. Para 4.d. Changed to read: The Standard Tender format shall be used for TSPs that wish to file certain Less-Than-Truckload (LTL) and Truckload (TL) Class 100 rates.

Page 28, Effective Date: 9.ii, Changed to read: When the TSP’s intent is to increase rates or charges, or cancels a service in that tender, the effective date must be at least 1 day after the issue date.

Page 39, Para e. Changed to read: Minimums of less than 20,000 pounds shall be considered LTL and minimums of 20,000 pounds and greater shall be considered TL.

Page 47(h). Changed to read: A reasonable inquiry is an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity. A reasonable inquiry need not include an internal or third-party audit.

Page 55, Para 7, Changed to read:  $1308 \text{ cwt} \times .47 (5) = 615 (614.76 \text{ rounded}) \times 26.39 (2,639 \text{ lbs./100}) = \$162.30 (16229.85/100 \text{ rounded})$

Page 63, changed figure to read: 5.1-DoD Standard Transit Time Guide – Dual Drivers

Page 63, Changed 15,000 pounds to 20,000 pounds.

Page 63,2.c, Changed to read: Shipments stored in the carrier's possession after free time has expired shall be subject to a charge of SRG (3) \$\_\_ per day, prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per tank vehicle or pipeline shipment.

Page 64, GB - DTTS failure changed to read: Exceeded 2 Hour Authorized Stop for SNS shipment exceptions may include force majeure conditions (weather), accidents, breakdowns and delays on DoD installations.

Page 67, C.4, TSP Notifications, Changed to read: Disqualification may be taken by SDDC/USTRANSCOM as a result of no or insufficient response on a non-use action and/or a result of FAK TRB or A&E TRB hearing findings and determination.

Page 68, deleted 675 in CIS and added to SNS, SEV, DCS, 675

Page 74, ITEM 35. Changed to read:

1. EXP is an accessorial service shippers can request a TSP to guarantee delivery before the required Standard Transit Time (DTR, Chapter 202 and Item 5, DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc. For Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike EXC.
2. When the Required Delivery Date (RDD) is less than DOD standard transit time, EXP is required to be annotated on BL. If not specifically annotated on the BL, the TSP is authorized to invoice for EXP. Shipments must be delivered by the RDD for EXP to apply.
3. When the RDD is set in accordance with DOD standard transit time, EXP will not be authorized for early delivery of shipments.
4. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a RDD.
5. Charges:
  - a. EXP(1) \$ per mile per vehicle.
  - b. EXP(2) percent of line haul.

Page 77. Para J, GOVERNMENT CARGO RECOVERY EFFORT PROGRAM FOR ASTRAY FREIGHT GOCARE, rewritten entirely.

Page 81, ITEM 69. Changed to read: TSP shall provide a vehicle that is either a company owned asset, or under a long term lease, this excludes trip leases and brokered trucks. To verify, the shipper shall ask the TSP for a copy of their current IRP Apportioned Registration CAB card (CAB card). On the CAB card the shipper will verify the TSP is listed under “Responsible for Safety” (may be preceded by Motor Carrier or Carrier) or under “Motor Carrier”, this may change depending on the state in which the vehicle is registered. Additionally, the license plate on the vehicle must match the plate listed on said card.

Page 82, Para 3. Changed to read: SDDC can assist in providing the government’s position on the dispute and offer a written decision to TO and TSP.

Page 83, ITEM 77, Changed to read: A TSP may establish a flat charge of VFN(2) \$ \_\_\_\_\_ for each vehicle ordered and dispatched that was not used by the shipper.

Page 87, ITEM 85. Deleted 85.1a and 85.1b. En route stops of two hours are permitted for shipments with PSS or DDP.

Page 91, para 2. Changed to read: TSP has 36 months from date of delivery to initiate possible claim or dispute.

Page 106, Para 6. Changed to read: 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.

Page 116, ITEM 77. Changed to read: A TSP may establish a flat charge of VFN(2) \$ \_\_\_\_\_ for each vehicle ordered and dispatched that was not used by the shipper. Word properly was removed.

Page 128, ITEM 107, Para 3, Changed to read: When requested by the shipper, TSP will provide DCS. TSP will verify request for DCS is annotated on the Bill of Lading (BL) in conjunction with SNS clearly and specifically. SDDC will set charge for DCS (1) \$ \_\_\_\_\_ per shipment. This charge shall be in addition to all other transportation charges.

Page 131, ITEM 111.5 changed to read: TSPs providing SNS on shipments to/from will need to utilize Omnitrac's IVG devices with IVG satellite option to provide SNS service.

Page 135, Para 2 added: When requested by the shipper, the TSP will provide SNS. TSP will verify request for SNS is annotated on the Bill of Lading (BL) in conjunction with DDP or SNS. SDDC will set charge for SNS (1) \$ \_\_\_\_\_ per shipment. This charge shall be in addition to all other transportation charges.

Page 185, ITEM 423. Changed to read: Charges for accessorial services described in Section B, Item 63 (PG. 108), and Item 437 (PG. 215), Redelivery (RCL) (PG. 108 or 215); and Item 429 below, Waiting Time (WTG) shall be chargeable to the appropriation and allotment designated by the military department or government agency that has jurisdiction over the local activity where the charges actually accrued.

Page 211, APPENDIX D, RIN table added back in

Page 222, Bill of Lading (definition) - Changed to read: A document issued by a shipper to a TSP, listing and acknowledging receipt of goods for transport and specifying terms of delivery.

Page 229, Definitions/Holidays - added Juneteenth

### **USTRANSCOM Changes**

Changed to read: email: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil) 6. Any change that results in a significant effect, 159 significant cost or administrative impact shall be published in the Federal Register in 160 accordance with 41, U.S.C. §418.

Changed to read: POC: SDDC-G3, email: [usarmy.scott.sddc.mbx.g3-domestic-mfturp@mail.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-mfturp@mail.mil). USTRANSCOM J4-LC manages the domestic air program(s), for queries, email [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

Page 6, SCOPE, Changed to read: This publication will not prevent different or additional requirements or terms or conditions to apply for a particular shipment if the Transportation Officer (TO), the TSP, and the governing command for the movement mode USTRANSCOM (TCJ4-LC). Commercial Services Branch for domestic air shipments and SDDC for all other modes agree to the specific change and the change is not prohibited by statute, regulation,

executive order, case- law or other applicable legal authority (USTRANSCOM (TCJ4-LC). Commercial Services Branch for domestic air shipments and SDDC for all other modes

Page 8, Para 5, Changed to read: 5. For inquiries directly related to commercial air references in Section A or F Air Transportation Service Provider Rules.

Page 8, Para 5, Changed to read: USTRANSCOM, Commercial Services Branch, (TCJ4-LC) 508 Scott Drive, Building 1900 E, Scott Air Force Base, IL, Commercial 618-220-5773, [Email: transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

Page 9, Registration. Added: Air carrier registrations are handled by USTRANSCOM, TCJ4-LC, Commercial Services Branch. Air TSPs interested in providing services for the DoD should email [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

Page 9, Deleted: Registration for domestic air tender TSPs will be open year round, unless posted.

Page 20, c.ii – Changed to read: Air TSPs, please email USTRANSCOM’s Commercial Services Branch, TCJ4-LC at [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil). Domestic motor carrier registration requirements include:

Page 25. Deleted: Section F-3, Pipeline Accessorial Services

Page 27, Para 7. Added: Negotiated air tenders will be approved on a rare and unique, case-by-case basis. USTRANSCOM, Commercial Service Branch, TCJ-LC are the approval authority for negotiated air tender(s). Air carrier registrations are handled by US TRANSCOM, TCJ4-LC, Commercial Services Branch.

Page 43, Para 9, SECTIONS G through H - Point To Point and Territorial Air Rates

Changed to read: Should read: a. Any TSPs looking to submit tenders should contact USTRANSCOM, Commercial Services Branch, (TCJ4-LC) COMM (618) 220-5773, DSN 770-5773, email [transcom.scott.tcj5j4.mbx.lc.mi](mailto:transcom.scott.tcj5j4.mbx.lc.mi)

Page 213, Section F, I, Changed to read: The Global Heavyweight Service (GHS) contract(s) have assumed all voluntary domestic air tenders. Therefore, the guidance outlined in Section A and within Section F apply to negotiated air tenders if/when USTRANSCOM approves. Air TSPs shall at all times comply with applicable federal statutes, regulations, and state laws when providing air transportation on behalf of the DoD. Commercial air service will not normally be used for transportation of shipments to be delivered within 500 surface miles from the shipping point. Participation in the CRAF program is mandatory. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Table 1 Emergency Contact Information (pg. 82).

Deleted - ITEM 403 - TIME DEFINITE DELIVERY

Deleted - ITEM 405 - AIR WITH INCIDENTAL MOTOR SERVICE

ITEM 407 - AGGREGATE WEIGHT Changed to read: The TSP agrees it will aggregate all shipments from the same origin point to the same destination consignee for the same level of service, tendered at the same time, on the same day. The billed weight will be the greater of the actual scale weight or the dimensional weight.

ITEM 415, changed to read: - FREIGHT ALL KINDS DoD UNIQUE NUMBER 999914.  
Should read: 1. Any FAK consists of those commodities TSP offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristic

ITEM 423 – Changed to read: 1. Charges for accessorial services described in SECTION B, ITEM 63 (pg. 108), and ITEM 437 (pg. 215), REDELIVERY (RCL), shall be chargeable to the appropriation and allotment designated by the military department or government agency that has jurisdiction over the local activity where the charges actually accrued.

Delete ITEM 429 - Waiting Time (WTG)

Delete ITEM 431- AirBill Description of Shipments

ITEM 447- Changed to read: All TPS air cargo must move under constant surveillance (CIS), along with the Signature and Tally Record Service (675) outlined below. In addition, all TPS cargo must move under D1, next day service.

Deleted: APPLICATION OF TRANSPORTATION PROTECTIVE SERVICES. Deleted  
Paras # 1 AND 2.