

## **SUMMARY OF CHANGES**

Page 5, para 1.a.ii.: Defense Supply Center, Philadelphia (DSCP) updated to Defense Logistics Agency – Troop Support.

Page 7, removed: Any change that results in a significant effect, significant cost or administrative impact shall be published in the Federal Register in accordance with 41, U.S.C. §418. The effective date of the change shall be published on the SDDC's website and if a significant change, it shall be published in the Federal Register.

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 14, para 4, changed to read: Brokerage (as defined in 49 CFR, Part 371.2) of TPS will not be permitted.

Page 15, 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 B., ELECTRONIC COMMERCE . . . , rewritten entirely.

Page 18, para 10.a, changed to read: Waybill, BOL or TCN (if available). 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.

Page 22, D. ALTERNATION OF RATES: para 3, deleted. (In no event shall charges submitted under any tender be in excess of charges based on the TSP's lowest rate available to the general public in either common or contract rates, except 500,000 series tenders, or be in excess of charges based on rates otherwise tendered to the Government by the Contractor for the same type of service.)

Page 23, 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  
Presidents Day  
Memorial Day  
July 4th  
Labor Day  
Columbus Day  
Veterans 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 23, para 4, 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 23, Section IV, Rewritten. Para 4, 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 29, Effective Date, i.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 one (1) day after the issue date.

Page 38, 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 56, Para 7, Changed to read:  $1308 \text{ cwt} \times .47 (\%) = 615 \text{ (614.76 rounded)} \times 26.39 \text{ (2,639 lbs./100)} = \$162.30 \text{ (16229.85/100 rounded)}$

Page 67, para 4, 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 75, para 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 75. para J. GOVERNMENT CARGO RECOVERY EFFORT PROGRAM FOR ASTRAY FREIGHT GOCARE, rewritten entirely.

Page 79, para 1, changed to read: “covered” telecommunications equipment from telecommunications equipment.

Page 81, para 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 88, para B.1d: “Defense Logistics Agency Energy – BI” updated to “Defense Logistics Agency Energy – FENB.”

Page 88, para B.2., changed to read: TSP has 36 months from date of delivery to initiate possible claim or dispute.

Page 88, 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 88, para VIII.1: “Defense Logistics Agency Energy – BI” updated to “Defense Logistics Agency Energy – FENB.”

Page 90, Table 2: “Defense Logistics Agency Energy – AMW (San Pedro, CA)” updated to “Defense Logistics Agency Energy-AMW (Seal Beach, CA).”

Page 97, Figure 5.1: Title changed from “DoD Standard Transit Time Guide – Single & Dual-Driver Shipments” to “Standard Transit Time Guide – Standard Commodity Shipments.”

Page 97, Figure 5.2: Title changed from “DoD Standard Transit Time Guide – Dual Drivers” to “DoD Standard Transit Time Guide – SNS (DDP & PSS) Shipments.”

Page 98, ITEM 13 – SEALING OF VEHICLES, para 3., updated to: The TO/TSP may remove the shipper seal in an emergency or at stop-off points if authorized by the TO. The origin TO will provide the carrier additional seals when needed to replace broken seals at identified stop-off locations. Replacement of the seal shall be a DoD-approved seal and resealed by the individual removing the seal if authorized by the TO. The origin TO will provide the carrier additional seals for any stop-off deliveries and in the event of emergencies when the seal must be broken. If the seals are removed, the carriers will notify the consignor and consignee and annotate the BL with new seal numbers. Place seals on carrier equipment when exclusive use or protective service is required and annotate the seal numbers on the BL.

Pages 102 & 104: changes made to the Free Time language in Item 21, paragraph 2, and Item 23 paragraph 2.a.: 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 at the consignor's/consignee's loading/unloading location and within their 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. If a TSP is prepared to position its trailer for loading or unloading, but is prevented from doing so due solely to government fault caused delays at the

consignor's/consignee's loading/unloading location, 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 at the consignor's/consignee's loading/unloading location. 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. 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.

Page 103, 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 108, 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 116, ITEM 69, para 10, 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 117, ITEM 77, para 2, 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 121, ITEM 85: deleted 85.1a and 85.1b. En route stops of two hours are permitted for shipments with PSS or DDP.

Page 129, 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 137, 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 138, ITEM 111: paragraphs 6.a and 6.b deleted:

a. TSPs providing SNS on shipments to/from Alaska must utilize satellite equipment that has been modified to operate in the Northwestern Tier of Canada through use of the Shaw Tracking Network and the Anik F2 Satellite. Non-modified equipment will lose coverage in northwestern Canada and Alaska and does not meet the requirements to provide SNS.

b. Questions pertaining to specific units or coverage should be directed to the appropriate satellite vendor. Shippers may only utilize SNS TSPs with properly configured and modified satellite equipment for shipments to this region.

Page 161, ITEM 201, DEMURRAGE:

- Para 1: Several instances of “TSP” replaced with “serving railroad.”
- Para 1: Saturdays and Sundays removed from exceptions.
- Para 1.c.: Points of Shipment, removed.
- Para 2: “subject to a ‘Do not deliver before’ requirement in the solicitation and BL” removed.
- Para 4.a: “of the TSP” removed.
- Para 4.b deleted. (When the consignor or consignee cannot furnish the required information because of authorized personnel of the railroad not being on duty to accept the information, the consignor or consignee will have until 9:00 AM of the next day on which the railroad has such personnel on duty to furnish advice as to when the car was made available and the car shall be considered released at the date and time it was loaded or unloaded and made available to the railroad.)

Page 210, ITEM 375, ADDITIVE INJECTION . . . , para 2, added: Charges apply only to instances outside of normal operations. In all other instances (normal operations), additive injection costs should be factored into the all inclusive rate as outlined in Item 355.

Page 211, ITEM 381, FILTRATION SERVICE, para 2, added: Charges apply only to instances outside of normal operations. In all other instances (normal operations), filter element costs should be factored into the all inclusive rate as outlined in Item 355.

Page 220, ITEM 423, para 1., changed to read: Charges for accessorial services described in Section B, Item 63 (PG. 115), and Item 437 (PG. 222), 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 247, APPENDIX D, RIN table added back in

Page 265, Definitions, Holidays: added Juneteenth

### **USTRANSCOM Changes**

Title page 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 5, SCOPE, para. 1, 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 7, para 5, changed to read: 5. For inquiries directly related to commercial air references in Section A or F, Air Transportation Service Provider Rules, contact:

Page 7, 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 8, para 2, added: 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).

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

Page 17, A. THIRD PARTY PAYMENT SYSTEM (TPPS), para 3, language added: . . . the TSP must have proof of delivery such as, but not limited to, a copy of the bill of lading (a signed bill

of lading by the destination government representative). If they only have a verbal confirmation from the driver.... Alternate proof of delivery needs to clearly identify the government representative who received the shipment with contact information.

Page 24, para 12, added: Negotiated air tenders(s) will be approved in 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 26, deleted: Section F-3, Pipeline Accessorial Services

Page 69, C. ASSISTANCE BY GOVERNMENT PERSONNEL . . . , para 3, A&E Transportation Ammunition & Explosives Review Panel (TARP) changed to A&E TRB.

Page 121, Item 85-EN ROUTE STOPS . . . , para 2., updated to read: For DDP shipments, the TSP is permitted en route stops of up to four (4) hours when conducting stops in accordance with 49 CFR for operational reasons such as fueling, minor maintenance, or driver amenities.

Page 216, Section F, para, I.1, 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. 89).

Deleted - ITEM 403 - TIME DEFINITE DELIVERY

Deleted - ITEM 405 - AIR WITH INCIDENTAL MOTOR SERVICE

Page 216, ITEM 407, para 1., 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.

Page 217, ITEM 415, para 1., changed to read: Any FAK consists of those commodities TSP offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristics.

Page 220, ITEM 423, para 1., changed to read: Charges for accessorial services described in SECTION B, ITEM 63 (pg. 115), and ITEM 437 (pg. 222), 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.

Deleted ITEM 429 - Waiting Time (WTG)

Deleted ITEM 431- AirBill Description of Shipments

Page 223, 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 former title: APPLICATION OF TRANSPORTATION PROTECTIVE SERVICES.
- Deleted paras 1. and 2.