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MILITARY FREIGHT TRAFFIC UNIFIED RULES PUBLICATION-1 (MFTURP-1)

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

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

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

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

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Military Surface Deployment and Distribution Command	
1 Soldier Way, Scott AFB, IL 62225	

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ATTENTION REVIEWERS

USTRANSCOM has proposed a rewrite of Section A. The rewrite of Section A is located in a separate document on the SDDC Public Website under the MFTURP-1 Adjudication Program Page. The separate document is listed with the current MFTURP-1 with line numbers and comment resolution matrix document. Please review the separate document for Section A and provide any comments via the comment resolution matrix to the MFTURP-1 Org Box. Any questions please contact the MFTURP-1 Org Box at usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil.

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~~**SECTION A — TRANSPORTATION PROVIDER
GENERAL RULES**~~

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124 **I. GENERAL ADMINISTRATIVE INFORMATION**

125 **A. PURPOSE**

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

132 **B. APPLICATION**

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

145 **C. SUPERSEDES AND REPLACES**

146 1. This publication supersedes the AMC Air Freight Traffic Rules Publication 28-
147 No. 5 (AFTRP No. 5) and the previous version of the SDDC Military Freight
148 Traffic Unified Rules Publication 1 (MFTURP-1), dated 10 June 2022.

149 **D. SCOPE**

150 1. This publication will not prevent different or additional requirements or terms or
151 conditions to apply for a particular shipment if the Transportation Officer (TO),
152 the TSP, and the governing command for the movement mode
153 USTRANSCOM (TCJ4-LC). Commercial Services Branch for domestic air
154 shipments and SDDC for all other modes agree to the specific change and the
155 change is not prohibited by statute, regulation, executive order, case law or
156 other applicable legal authority (USTRANSCOM (TCJ4-LC). Commercial
157 Services Branch for domestic air shipments and SDDC for all other modes.

158 a. It does not include the transportation of:

159 i. Shipments moving in courier service.

160 ii. Perishable Subsistence Shipments (Perishable Subsistence TSP Rate
161 Tenders and Service Agreements), administered by, Defense
162 Logistics Agency—Troop Support.
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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~iii. Federal Acquisition Regulation (FAR) contracts, to include the General Services Administration (GSA) and Next Generation Delivery Service (NGDS)/DoD Freight Transportation Services (DFTS) contracts, unless the publication is specifically incorporated into the contract or agreement.~~

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

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

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E. PRECEDENCE

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

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F. SUCCESSIVE REGULATIONS

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

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G. DEFINITIONS

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~~1. For definitions of certain terms referenced throughout this publication, see Appendix D. (pg. 260).~~

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H. ABBREVIATIONS

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~~1. For a listing of commonly used DoD abbreviations, see Appendix E. (pg. 278).~~

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I. PUBLICATION UPDATES

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

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

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

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

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~~SDDC, G3, Domestic Carrier
Management 1 Soldier Way,
Building 1900W~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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Scott AFB, IL 62225
Commercial: 618-220-6470
DSN: 312-770-6470
Email: usarmy.scott.sdde.mbx.g3-domestic-mfturp@army.mil

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

USTRANSCOM, Commercial Services Branch, (TCJ4-LC) 508 Scott Drive, Building 1900 E
Scott AFB, IL 62225
Commercial 618-220-5773
Email: transcom.scott.tej5j4.mbx.lc@mail.mil

6. On the effective date, all changes shall become effective and bind the TSP. They are incorporated automatically into a TSP's tender(s) and bills of lading issued from that date forward. TSP not canceling a tender prior to the effective date of the change is considered as concurring and accepting 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.

~~II. BECOMING A DEPARTMENT OF DEFENSE TRANSPORTATION SERVICE PROVIDER~~

A. BASIC TRANSPORTATION SERVICE PROVIDER REQUIREMENTS

1. This item describes basic requirements a TSP must have in order to become USTRANSCOM/SDDC approved to transport DoD freight.
 - a. TSP must have current valid legal operating authority to provide commercial transportation services as offered and as provided to DoD.
 - b. The common law implied covenant of acting in good faith and fair dealing applies to TSP seeking or performing business with DoD.
 - c. Part of the screening process will verify the owner, company, corporate official(s) or anyone in its employ are not prohibited from conducting business with the federal government through the Excluded Parties List System (EPLS) at <https://www.sam.gov/portal/SAM/#1>.
 - d. TSP must not be in nonuse or disqualification status to transport DoD freight.
 - 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.
 - f. Air TSPs must be Civil Reserve Air Fleet (CRAF) participants.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~2. **Registration.** Registration for all surface modes, to include motor, will be accepted (barge, ocean, pipeline, and international TSPs) year round. Air TSPs, please email USTRANSCOM's Commercial Services Branch TCJ4-LC at transcom.scott.tej5j4.mbx.lc@mail.mil. Domestic motor carrier registration requirements include:~~

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~~a. Register in the Freight Carrier Registration Program (FCRP) for each mode of service used to transport freight (i.e., motor, rail, water, pipeline, tank truck, air).~~

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~~b. Company employees must comply with the requirements, contractual terms, conditions and rules of this publication.~~

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~~c. Comply with the National Debt Reduction Act in order to receive payments for goods and services. Register in the System for Award Management (SAM) at <https://www.sam.gov> or call 1-866-606-8220 for further information.~~

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~~d. Certify that owner(s), company, corporate official(s), agents or employees are not debarred, suspended or disqualified by SDDC/USTRANSCOM or any outside review agency; or placed in nonuse status by SDDC/USTRANSCOM at the time of registration. Notify SDDC electronically (usarmy.scott.sdde.mbx.carrier_registrations@army.mil) or USTRANSCOM electronically for air shipments (transeom.scott.tej5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations, legal name or other changes affecting FCRP registration within 30 calendar days.~~

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~~e. Carriers must notify SDDC electronically (usarmy.scott.sdde.mbx.carrier_registrations@army.mil) or USTRANSCOM electronically for air shipments (transcom.scott.tej5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations, legal name or other changes affecting FCRP registration within 30 calendar days. Changes to a motor carrier's SCAC due to changes in ownership, affiliations, or other legal name changes may occur; however, the SCAC must maintain an approved DOT and MC number as registered/approved in FCRP that meets the minimum requirement of 3 years of consecutive, uninterrupted DOT operating authority.~~

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~~3. Terms of the FCRP shall be in effect from the date of approval and can only be terminated after removal from the program. Removal from the program can be accomplished by various means to include, but not limited to, DoD wide disqualification, self termination, suspension or debarment.~~

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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These requirements apply to all TSPs:

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1. TSP requirements include, but are not limited to: active Standard Carrier Alpha Code (SCAC); active authority (see Paragraph H.A.2, pg. 8, for motor authority requirements); SYNCADA/US Bank account; Compliance Safety Accountability (CSA) thresholds on asset based TSPs.

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2. After initial approval, follow-up evaluations shall be conducted at any time to confirm continued eligibility as a DoD approved TSP.

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3. Valid operating certificates and insurance for the scope of operations shall be maintained by the TSP.

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4. TSPs who are looking to provide TPS must be registered and approved as an asset based carrier.

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5. All TSPs who receive shipment awards shall be required to move and accept cargo under a non-negotiable standardized DoD generated commercial BL that conforms to the Defense Transportation Regulation (DTR) 4500.9R Part II, Cargo Movement, Chapter 206, and the U.S. Federal Bill of Lading (BL) Act. 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)). GFM matches TSP's voluntary tenders to shipments based on the parameters entered by the TO/Shipper in their shipper systems. Only tenders that match these parameters and are, or will be, active on the availability/pick-up date set by the TO/Shipper are offered in the Automation Transportation Request (ATR) application in GFM. TSPs may accept, decline, or not respond to these offers. 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. If a TSP believes the tender applied to a shipment is somehow in error, they may follow the Dispute Resolution procedures in this publication and contact the applicable agency for assistance. TSPs will utilize their own commercial BLs when authorized (e.g. when transportation systems are inoperable, during holidays and/or weekends, or when there is no access to transportation personnel), also package express shipments are excluded) upon approval of TO/shipper/consignor or USTRANSCOM, TCJ4-LC Commercial Services Branch for domestic air shipments. Shippers should be advised that additional carrier or Government required paperwork (e.g. U.S. export documentation) might be required to accompany the international/domestic shipment. Shippers furnishing supporting documents, contract data, or other information to TSPs are responsible for their accuracy.

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6. Performance Bonds:

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a. TSPs are required to submit a performance bond. The performance bond secures performance and fulfillment of TSP obligations to deliver DoD freight. It will

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~cover any instance where a TSP cannot or will not deliver DoD freight tendered to them. This includes default, abandoned shipments, and bankruptcy by the TSP. The bond will not be utilized for operational problems such as late pickup or delivery, excessive transit times, refusals, no shows, improper/inadequate equipment, payment of subcontractors, or claims for lost or damaged cargo. **Trust funds and letters of credit are not accepted in lieu of the bond.**~~

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~~b. Motor common, broker, freight forwarders, logistic management companies, and contract carriers are required to provide a \$100,000 performance bond. Bulk fuel carriers are required to provide a \$25,000 performance bond.~~

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~~e. TSPs registered with the Small Business Administration (SBA), <http://www.sba.gov>, may select up to three states with a performance bond of \$25,000, up to 10 states with a performance bond of \$50,000 and 11 or more states for \$100,000. To utilize these bond amounts, TSPs must provide supporting documentation showing registration with the SBA.~~

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~~d. When registering, TSPs should select the states for movement in accordance with the appropriate bond amounts. Movements must begin and end in one of the selected states.~~

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~~e. TSPs that have conducted business in their own name with DoD for 3 or more years may request a Performance Bond in the amount of 2.5% of their total DoD revenue for the previous 12 months, not to exceed \$100,000 and not less than \$25,000.~~

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~~f. Local drayage, commercial zone, barge, rail, ocean, air and pipeline TSPs are exempt from the bond requirements.~~

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~~g. Performance bonds must remain active at all times; verification of bond must be provided upon SDDC request. Updates and renewals for surface modes must be forwarded to at usarmy.scott.sdde.mbx.carrier-registrations@army.mil. A failure to maintain and provide renewal information on performance bonds will result in TSP disapproval.~~

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7. Insurance.

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~~a. Motor TSP shall at all times maintain minimum public liability insurance as required in 49 CFR, Part 387, for the specific type of motor carriage applicable to the shipment. The applicable schedule of limits for minimum public liability insurance are specifically set forth in 49 CFR, Part 387.9 and can be referenced directly at http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf.~~

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~~b. Motor tank truck TSPs are required to maintain \$1 million liability for Government freight (see 32 CFR, Part 619.4). Schedule of limits provided in 49 CFR at http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf.~~

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~~c. Intrastate TSP shall be required to hold public liability insurance equal to interstate TSP. Proof of insurance shall be provided when requested by SDDC.~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~d. Bulk Fuel TSP must maintain a minimum of \$5 million in public liability insurance and \$5 million in pollution liability insurance.~~

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~~e. Rail TSP shall not be required to list any insurance company with SDDC; however, the insurance underwriter must continuously have a policyholder's rating in the Best's Insurance Guide and be listed in the Fiscal Service Treasury Department Circular 570 (see <http://www.fms.treas.gov/e570/e570.html>). Rail TSPs shall provide sufficient self insurance in order to comply with the Carmack Amendment liability standard for loss or damage to government property moving as government traffic.~~

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~~f. Insurance information shall be updated regularly by TSP through DOT's Licensing and 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 promptly reported to SDDC, usarmy.scott.sddc.mbx.carrier-registrations@army.mil.~~

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~~g. Proof of minimum cargo insurance of \$150,000 for loss and damage of government freight per vehicle and/or \$20,000 per vehicle transported (e.g., automobile transporters or vehicles in drive away service) must be maintained. Perishable goods TSP will maintain, as a minimum, cargo insurance in the amount of \$80,000, and bulk motor petroleum TSPs will maintain \$25,000. When registering, TSPs must have their insurance company submit their certificate of cargo insurance to usarmy.scott.sddc.mbx.carrier-registrations@mail.mil. Cargo insurance must remain active at all times. Yearly updates to cargo insurance must be provided. Failure to provide updated information or retain active cargo insurance will result in TSP disapproval. Rail TSPs that meet the self insurance requirements as stated in 49 CFR will not be required to list any insurance company with SDDC.~~

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

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~~8. Safety.~~

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

provided by TSP.

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

9. Cargo shall be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss shall be the responsibility of the TSP and shall be settled promptly (see Section A, VII, Claims [pg. 90]). To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence and that the loss or damage was due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay shall be made by TSP within 24 hours to the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2 (pg. 92). Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT shall be provided to SDDC upon request.

10. TSPs may not post DoD loads on broker or load boards unless they are registered with the DoD as a broker, logistics company or a freight forwarder. Double Brokering of any DoD freight is not permitted. TSPs may not solicit drivers with a price for specific loads through broker or load boards unless they have already been awarded that freight by a DoD shipper.

C. BROKERS/FREIGHT FORWARDERS/LOGISTICS COMPANIES

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

1. Brokers, freight forwarders and logistics companies will maintain a current electronic listing of all subcontracted TSPs who may be used to transport DoD freight. Listings shall be maintained at the corporate office and available to send via email upon SDDC request and viewed by SDDC personnel only.
2. Brokers, freight forwarders, or logistics companies who submit tenders and receive awards of government traffic agree to assume full liability for a shipment under the Carmack Amendment, unless the terms and conditions of the BL establish that a SDDC released valuation rate applies to that shipment. Brokers, freight forwarders, or logistics companies must also comply with all applicable provisions of 49 United States Code and 49 Code of Federal Regulations, including 49 CFR 371 and 387. Brokers shall be required to fully comply with all other requirements that are required of other TSPs under the circumstances applicable to each shipment.
3. Subcontracted TSPs will provide sufficient documentation for the shipper to verify and confirm that they have been engaged by the broker, freight forwarder or logistics company named on the BL. TSP contractors shall provide the subcontracted TSPs with the required documentation, such as BLs and broker agreements prior to pick up. In emergencies only, the required information may be emailed and/or faxed to the shipping activity prior to pick up during normal operating hours.

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4. ~~Brokers, freight forwarders, or logistics companies who exercise their option to subcontract transportation services to another TSP are advised that the government lack privities of contract with any subcontracted TSPs acting on behalf of its principal. Therefore, the government is not liable contractually to any subcontracted TSPs as a matter of law. Brokers, freight forwarders, or logistics companies will ensure that subcontracted TSPs shall not hold DoD freight “hostage” due to failure, inability or refusal of the broker, freight forwarder, or logistics company as a principal to pay sums lawfully owed to their subcontracted TSP(s). Brokers, freight forwarders, or logistics companies are responsible to pay directly any charges or sum certain amounts lawfully owed to their subcontracted TSPs. In no event shall the broker, freight forwarder, or logistics company or any subcontracted TSPs be permitted to exercise any state law lien on government property. Brokers, freight forwarders, or logistics companies shall be held responsible for any consequential damages incurred by the government resulting from a hostage freight situation that results from the failure of a broker, freight forwarder, or logistics company to pay its subcontracted TSP promptly.~~

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5. ~~Brokers, freight forwarders and logistics companies are not authorized to handle or accept any shipments moving with Constant Surveillance and Custody Service (CIS), Dual Driver Protective Service (DDP), Protective Security Service (PSS), Satellite Motor Surveillance Service (SNS), Trailer Tracking Service (DCS), and/or 675. Handling and solicitation of DoD sensitive conventional AA&E, classified (SECRET and Confidential), sensitive and controlled cryptographic items, Class 1 Division 1.1 thru 1.6, sensitive munitions are also prohibited. Clearing documentation through customs may be permitted.~~

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

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7. ~~Cargo shall be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss shall be the responsibility of the broker, freight forwarder, or logistics company and shall be settled promptly (see Section A, VII, Claims [pg. 90]). To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence and that the loss or damage was due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay shall be made by the broker, freight forwarder, or logistics company within 24 hours to the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2 (pg. 92). Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT shall be provided to SDDC upon request.~~

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

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D.REQUIREMENTS FOR PROVIDING TRANSPORTATION PROTECTIVE SERVICES (TPS)

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

1. Only DoD approved TSP shall be permitted to transport TPS shipments. TSP who have not received prior approval by SDDC for TPS are not authorized to accept delivery of, or otherwise transport TPS cargo.
2. TSP shall demonstrate capability of complying with federal, state, municipal and other local laws and regulations governing safe transportation of AA&E to include 49 CFR, Parts 172, 177 and 382 through 397. Provisions for exempt intra-city operations as defined in 49 CFR will not apply to transportation of AA&E. Compliance is subject to review and evaluation by DoD representatives.
3. Insurance Requirement:
 - a. Prior to receiving authorization to transport any quantity of Division 1.1, 1.2, or 1.3 material, as defined in 49 CFR 173.50, any quantity of Division 2.3, Hazard Zone A, defined in 49 CFR 173.115, Division 6.1, Packing Group I, Hazard Zone A material, defined in 49 CFR 173.132; or highway route-controlled quantities of Class 7 material defined in 49 CFR 173.403, TSP must have \$5 million in public liability insurance. TSP will provide information on their insurance provider to allow verification. TSP must maintain the required insurance coverage as long as it has authorization to move these shipments.
 - b. Prior to receiving authorization to transport any quantity of Class 1, Division 1.4, 1.5, or 1.6 defined in 49 CFR 173.50, TSP must have \$1 million in public liability insurance. TSP will provide information on their insurance provider to allow verification. TSP must maintain the required insurance coverage as long as it has authorization to move these shipments.
4. Brokerage (as defined in 49 CFR, Part 371.2) of TPS will not be permitted.
5. Safety Requirements for TSPs providing Transportation Protective Services (TPS):
 - a. Motor TSPs holding Facility Clearances and authorized by SDDC to provide DDP or PSS are required to maintain score averages below the established thresholds for safety performance as tracked by the U.S. Department of Transportation's (DOT) Federal Motor Carrier Safety Administration (FMCSA). Safety performance will be evaluated using the FMCSA's Compliance, Safety, and Accountability (CSA) Program. CSA utilizes seven Behavior Analysis Safety Improvement Categories (BASICS), which include Unsafe Driving, Hours of service (HOS), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Hazardous Materials (HM) Compliance and Crash Indicator.
 - b. TSPs will ensure CFR 49, Part 171, Subpart B is completed. The Hazardous Materials Incident Report (DOT Form F 5800.1) are completed and sent IAW instructions found in Part 171.16. In addition, TSPs will send copies of the completed reports to SDDC Carrier Performance at usarmy.scott.sdde.mbx.carrier-performance@army.mil and SDDC Safety at usarmy.scott.sdde.mbx.ae-safety@army.mil.

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584**6. Motor TSPs authorized to provide DDP and PSS:**586
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a. All DDP and PSS TSPs will follow the HAZMAT standard. FMCSA requires CSA TSP scores in Unsafe Driving, Crash Indicator, and Hours of service (HOS) BASICS to be 60 or lower. BASICS for Driver Fitness, Controlled Substances/Alcohol and Vehicle Maintenance require scores of 75 or lower and the Hazardous Materials (HM) BASIC requires a score of 80 or lower. SDDC may review BASICS quarterly and request an explanation from any TSP whose score is above the standard in any BASIC. Failure to provide an adequate explanation or to show improvement may result in the TSP's placement into non-use status for DDP and PSS shipments and/or result in a Transportation Review Board (TRB).

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b. During any corporate inspections, SDDC or its contractor may examine all of the TSP's safety performance history, to include all BASIC scores and DOT incident and enforcement histories.

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c. 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.sdde.mbx.ae_safety@army.mil within 30 days of the violation.

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

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

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E. TRANSPORTATION SERVICE PROVIDER LEASING621
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This item describes TSP requirements regarding the leasing of vehicles to transport DoD freight. This section applies only to those with motor TSP authority.

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1. Lease requirements will be in accordance with 49 CFR Part 376.

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2. A copy of the appropriate lease agreement must be with the vehicle and available for inspection. Shipper may reject vehicle without stated documentation.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

3. Identification/markings of vehicles will be in accordance with 49 CFR part 390.

a. The markings must include the carriers name and DOT number, and the marking must be easily visible from 50 feet away. The owner operator's name can be on the vehicle along with carrier's name. However, if there are multiple names on the vehicle, the carrier's name must be presented by the words "Operated by".

b. Minimum requirement for identification/markings is a "magnetic sign" or stenciling for non TPS shipments. Minimum requirement for identification/markings for TPS shipments is stenciling of the items described in 3.a. above. Use of taped and/or glued paper/cardboard on truck doors is prohibited.

4. Rentals and short term leases for single loads are permitted.

F. REMEDIES FOR NON-COMPLIANCE

1. TSP, their agent's, subcontractor or employee's failure to comply with any of the applicable terms and conditions may be a basis for taking administrative or judicial action against the TSP. The following is not an all-inclusive list of possible actions:

a. Placement in disapproved status.

b. Placement in nonuse status.

c. Government wide debarment or suspension.

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

III. CONDUCTING BUSINESS WITH DEPARTMENT OF DEFENSE

A. THIRD PARTY PAYMENT SYSTEM (TPPS)

1. As a requirement to conduct business with DoD, a TSP shall be Third Party Payment System (TPPS) capable. If otherwise qualified, TSPs not TPPS certified will not be eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and payment system.

2. The currently authorized TPPS is Syncada, a service of US Bank. TSP should contact US Bank at 612-973-6597 or 1-800-417-1844 or on the web at www.usbpayment.com/syncada. Payment of freight services within the United States, to include small packages and sealift intermodal container services shall be paid through the currently authorized TPPS. A fee is required to participate in the program.

3. Prior to submitting an invoice (e-bill) 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, then the TSP can call the destination to verify delivery occurred and the cargo was delivered in good condition as proof of delivery. Alternate proof of delivery needs to clearly identify the government representative who received the shipment with

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675 contact information. Delivery date entered into the currently authorized and
676 only TPPS/electronic payment system, US Bank Syncada, must be the actual
677 date property was delivered to consignee, and the TSP will invoice based on this
678 date, not the contracted delivery date.

679 4. Rail TSP are required to submit Shipment Pickup Notification to the currently
680 authorized TPPS after departure of last rail car from origin. Rail TSP are
681 prohibited from filing certification of actual pickup before the shipment is
682 actually delivered to the TSP by the shipper. Filing the Shipment Pickup
683 Notification prior to actual pickup may result in disqualification or disbarment.
684 Additionally, TSP will also submit Shipment Delivery Notification to the
685 currently authorized TPPS after delivery of last rail car and should be made
686 within three business days after delivery of last rail car.

687 **B. ELECTRONIC COMMERCE (EC)/ELECTRONIC DATA**
688 **INTERCHANGE (EDI), INTEGRATED DATA**
689 **ENVIRONMENT (IDE)/GLOBAL TRANSPORTATION**
690 **NETWORK (GTN) CONVERGENCE (IGC) DATA FEED**
691 **REQUIREMENTS**

692 **Electronic Instructions:**

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694 1. The TSP shall be capable of Electronic Commerce/Electronic Data Interchange
695 (EDI) and shall agree to the terms of the EDI Trading Partner Agreement (TPA)
696 for Defense Transportation. The main purpose of the TPA is to clarify the
697 terms of the agreement, and to Identify: SCAC, Carrier and SDDC points of
698 contact, transaction sets to be exchanged, and the necessary electronic headers
699 and delimiters. Please contact the SDDC G6 Information Management Office
700 at usarmy.scott.sddc.mbx.g6-edi-support@army.mil for obtaining and
701 completing the current model TPA, and for assistance in testing EDI
702 transactions to ensure success.

703 2. EDI is the computer to computer exchange of business data in machine-
704 readable language using strictly defined public standards.

705 3. An EDI Implementation Convention (IC) defines the rules for filling in or
706 "populating" an EDI transaction. Following the agreed upon convention, or
707 version of the standard ensures that EDI partners will encounter fewer data
708 quality problems during development and maintenance of their EDI systems.

709 4. American National Standards Institute (ANSI) charters the Accredited
710 Standards Committee (ASC) X12, or ANSI ASC X12, to develop uniform
711 standards for inter industry electronic interchange of business transactions or
712 EDI.

713 5. ANSI ASC X12 develops, maintains, interprets, publishes and promotes the
714 proper use of American National and the United Nations/Electronic Data
715 Interchange for Administration, Commerce and Transport (UN/EDIFACT)
716 Standards. The ANSI ASC X12 body meets periodically to develop and
717 maintain EDI standards. Its main objective is to develop standards to facilitate
718 electronic interchange relating to business transactions. ANSI ASC X12

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 719 standards facilitate transactions by establishing a common, uniform business
720 language for computers to communicate. With more
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- 722 than 275 transaction sets, ANSI ASC X12 standards can be used to electronically
723 conduct nearly every facet of business-to-business operations.
- 724 6. EDI status records are generated and populated from the ANSI ASC 214A-
725 transactions. Transactions are sent to the government value added network
726 where they are mapped and forwarded to IGC.
- 727 7. Global Exchange Service (GEX) is an EDI-based Defense Information Systems-
728 Agency (DISA) system which provides EDI messages to United States-
729 Transportation Command (USTRANSCOM) and other Department of Defense-
730 (DoD) agencies:
- 731 8. To get the latest version of the DOD 214 A, 417 and 418, Implementation
732 Convention, visit the Defense Transportation Electronic Business (DTEB)-
733 website at <https://www.ustranscom.mil/emd/associated/dteb>. Currently the
734 417 and 418 ICs are being developed. Once complete they will be posted to
735 the DTEB website for use. For information on how to establish an interface
736 with the GEX, contact the GEX at (614) 692-5344 or by email at [Cols-
737 EDI@csd.disa.mil](mailto:Cols-EDI@csd.disa.mil) Monday through Friday, between 8 am and 5 pm Eastern
738 Time; afterhours, or during weekends or holidays, the GEX can be reached at
739 1-866-618-5988 or by email at gex_admin@csd.disa.mil.
- 740 9. All 214A records will require the Bill of Lading (BOL) shipment identification
741 (ID) number to complete the link between IGC and Global Freight
742 Management (GFM). While the Transportation Control Number (TCN) is not
743 required at this time, but will be once the IC is updated, TSPs are encouraged
744 to provide it via 214A.
- 745 10. All 214A records will require the following reference number
746 information (in multiple loops) to identify rail car or motor-
747 transportation shipments:
- 748 a. Waybill, BOL or TCN (if available). Provide this in the B1002 element.
749 When TCNs or BOLs cannot be provided by the shipper activity, the B1002-
750 will contain "NONE" to indicate non-availability.
- 751 b. Contract number (optional—use if provided). Provide this in the L1101-
752 element in an L11 segment with a contract number (CT qualifier in the
753 L1102 element).
- 754 c. Standard Carrier Alpha Code (SCAC). Provide this in the B1003 element.
- 755 d. Billed shipment weight. Provide this in the AT803 element with a "B"-
756 qualifier in the AT801. Also provide the unit of measure in the AT802 (L-
757 for pounds, K for Kilograms).
- 758 11. The following are the minimum events to be sent for each shipment (AT701-
759 of the 214A EDI message):
- 760 a. AF—Carrier Departed Pick-Up Location With Shipment (mandatory)
- 761 b. X4—Arrived At Terminal Location (if it occurs)
- 762 c. P1—Departed Terminal Location (if it occurs)

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 763 ~~d. K1—Arrived At Customs (if it occurs)~~
- 764 ~~e. X1—Arrived At Delivery Location (mandatory)~~
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- 766 ~~f. D1—Completed Unloading At Delivery Location (mandatory)~~
- 767 ~~12. The contractor shall accomplish status reporting within four (4) hours of an~~
768 ~~event, or the same amount of time provided to their commercial customers,~~
769 ~~whichever is sooner.~~
- 770 ~~13. TSP will ensure at all times any leg of a shipment involving carriage of goods~~
771 ~~by a motor or rail TSP shall be moved under the proper and lawful operating~~
772 ~~authority as required by applicable sections set forth in 49 U.S. Code~~
773 ~~(U.S.C.).~~

774 **C. ALTERNATIVE GOVERNMENT BIDDING PROCESSES**
775 **FOR TRANSPORTATION SERVICE PROVIDERS**

776 *~~This item describes the alternative methods the government can utilize~~*
777 *~~(other than the tender offer process) for TSP to offer transportation services~~*
778 *~~to DoD and other authorized agencies.~~*

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780 **~~1. Negotiation:~~**

- 781 ~~a. TSPs are provided terms and conditions for a movement via a written~~
782 ~~solicitation. A verbal negotiation may be used in an emergency but must~~
783 ~~be converted to written form within three (3) business days.~~
- 784 ~~b. When terms and conditions for a shipment are negotiated, the non-~~
785 ~~alternation of rates concerning that specific shipment shall take precedence~~
786 ~~over any alternation provision contained within this publication. Even with~~
787 ~~regards to negotiated OTO shipments that share the same points of origin~~
788 ~~and destination, commodities or tender dates that may overlap. Negotiated~~
789 ~~OTOs are completed to meet specific requirements and are not to be~~
790 ~~alternated.~~
- 791 ~~c. Negotiations may only be conducted when at least one of the following~~
792 ~~criteria is met:~~
- 793 ~~i. No voluntary tenders exist on file to satisfy specific requirements of a shipment.~~
- 794 ~~ii. Movement occurred without applicable tender on file with SDDC.~~
795 ~~Negotiated air tender(s) will be approved in rare and unique, case by~~
796 ~~case basis. USTRANSCOM, Commercial Service Branch, TCJ LC is~~
797 ~~the approval authority for negotiated air tender(s).~~
- 798 ~~iii. Voluntary tenders are insufficient to satisfy requirements.~~
- 799 ~~iv. The entire movements exceeds 25 truck/carloads.~~
- 800 ~~v. The shipment is for over dimensional or overweight freight (to include~~
801 ~~AA&E shipments).~~
- 802 ~~vi. When a service is required for a movement that is not identified in~~
803 ~~this publication or covered by the TSPs tender (rates published in~~
804 ~~TSPs tariffs and/or other TSP publications will not apply).~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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808 ~~d. Any TSP that submits a bid for a negotiated move is assumed to be ready,~~
809 ~~willing and able to perform the services as stated in the solicitation. If TSP~~
810 ~~fails to provide any of the services, whole or in part, stated in the~~
811 ~~solicitation, they may be subject to immediate non-use for a period of up~~
812 ~~to 90 days. A subsequent occurrence of failure to provide services stated~~
813 ~~in the negotiation within a 6-month timeframe may be grounds to place~~
814 ~~the TSP in a nation-wide non-use status for up to 90 days.~~

815 ~~e. When a TSP bids on an SDDC negotiated shipment IAW the terms of~~
816 ~~negotiated agreements all costs associated with the fuel rate adjustment, also~~
817 ~~known as a fuel related surcharge, must be all-inclusive as part of the~~
818 ~~negotiated rate.~~

819 ~~i. Shipper will not make additional fuel-related surcharge adjustments~~
820 ~~available on the BL.~~

821 ~~ii. After solicitation but before execution: the solicitation (and award,~~
822 ~~if applicable) shall be canceled, and the shipment resolicited to~~
823 ~~include the additional services.~~

824 ~~iii. During/after pick-up: charges for additional requirements shall be~~
825 ~~consistent with TSPs lowest rate on file for equivalent service. If TSP~~
826 ~~has no rate on file for equivalent service contact SDDC, G3, Domestic~~
827 ~~Freight Services for assistance at 618-220-5914 or via e-mail at~~
828 ~~usarmy.scott.sdde.mbx.g3-domestic-freight-services-branch@mail.mil~~
829 ~~negotiated by SDDC. For air modes K, L, or M, contact~~
830 ~~USTRANSCOM, Commercial Services at COMM (618) 220-5773,~~
831 ~~DSN 770-5773, email:~~
832 ~~transcom.scott.tej5j4.mbx.le@mail.mil.~~

833 ~~2. Negotiated OTO: Is the same as negotiated, it's a subset or type of negotiated.~~
834 ~~Under tender based business there are two main types of negotiations, OTO~~
835 ~~and SRO.~~

836 ~~3. Short Term: Also known as a One-Time-Only (OTO). An OTO is a request for~~
837 ~~tender with rates for a specific movement requirement usually occurring~~
838 ~~within an 89-day period.~~

839 ~~4. Long Term: Also known as Standing Route Order (SRO). An SRO is a request~~
840 ~~for tender with rates that remain in effect for a specific time period for a~~
841 ~~particular route or shipment(s). Usually, an SRO involves a volume of traffic~~
842 ~~that moves in separate shipments over a period greater than 89 days but not to~~
843 ~~exceed 365 days.~~

844 ~~5. Spot Bid on the Web:~~

845 ~~a. Spot Bid on the Web is used for one-time only, unique (including over~~
846 ~~dimensional and overweight, as defined in Section B, Item 119 [pg. 147])~~
847 ~~shipments using any mode of transportation that is adequate to meet the~~
848 ~~specific requirements of the shipment. Each mode of transportation (motor,~~
849 ~~air, barge, ocean, pipeline and rail) requires a separate SCAC. TSP is only~~
850 ~~authorized to move DoD freight in accordance with the mode selected~~
851 ~~within FCRP.~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 852 **b.** ~~In the case where a Spot Bid on the Web/Spot Bid is used to procure~~
853 ~~transportation services, the Spot Bid on the Web/Spot Bid rate shall take~~
854 ~~precedence, as described in subparagraph a. above, except in circumstances~~
855 ~~where movements are negotiated movements. Under these circumstances,~~
856 ~~the Spot Bid on the Web/Spot Bid rate shall not take precedence over the~~
857 ~~negotiated movement, nor shall it remain as the cost on file for the~~
858 ~~particular shipment at issue in the event that future requirements become~~
859 ~~necessary. Contact the SDDC, G6 Systems Response Center GFM Help~~
860 ~~Desk for further information or assistance concerning the use and~~
861 ~~application of the Spot Bid on the Web/Spot Bid process.~~
- 862 **e.** ~~Online interactive training module for Spot Bid is provided by the Global~~
863 ~~Freight Management (GFM) Help desk. Training is also provided on~~
864 ~~tender entry.~~
- 865 **d.** ~~The GFM TSP Training Plan is available on the GFM Distance Learning~~
866 ~~Program (DLP) web page, by clicking the Training link on~~
867 ~~<https://dragon.eta.sdde.army.mil/etagettingstarted/Support.htm>. A valid~~
868 ~~GFM production or training simulator user ID and password are required~~
869 ~~before accessing the web page. Instructions for obtaining a user ID and~~
870 ~~password are also included in the training plan. For more information,~~
871 ~~contact usarmy.scott.sdde.mbx.omb_for_GFM_training@army.mil.~~
- 872 **e.** ~~When a TSP bids on a Spot Bid on the Web shipments IAW the Spot Bid~~
873 ~~terms all costs associated with the fuel rate adjustment, also known as a fuel~~
874 ~~related surcharge, must be all inclusive as part of the negotiated rate.~~
- 875 **i.** ~~Shipper will not make additional fuel related surcharge adjustments~~
876 ~~available on the BL.~~
- 877 **ii.** ~~After Spot Bid issue and/or award but before execution (within 24 hours~~
878 ~~or less prior to pick up or TSP dispatched a vehicle): the Spot Bid (and~~
879 ~~award, if applicable) shall be canceled, and the Spot Bid resolicited~~
880 ~~reissued to include the additional services.~~
- 881 **iii.** ~~During/after pick up: charges for additional requirements shall be~~
882 ~~consistent with TSPs lowest rate on file for equivalent service. If TSP~~
883 ~~has no rate on file for equivalent service Contact SDDC, G3, Domestic~~
884 ~~Freight Services for assistance at 618 220 5914 or via e-mail at~~
885 ~~[usarmy.scott.sdde.mbx.g3_domestic_freight_services](mailto:usarmy.scott.sdde.mbx.g3_domestic_freight_services_branch@army.mil)~~
886 ~~branch@army.mil. For air modes K, L, or M, contact USTRANSCOM~~
887 ~~Commercial Services at COMM (618) 220 5773, DSN 770 5773, email:~~
888 ~~transecom.scott.tej5j4.mbx.lc@mail.mil.~~
- 889 **f.** ~~Driveaway and Driveaway/Towaway shipments can be offered under Spot Bid.~~
- 890 **g.** ~~Shipments shall be available to approved TSPs (with logins) for bidding and~~
891 ~~will remain on the Open Bid list through the bid close date/time. Time to~~
892 ~~submit bids will remain open for a minimum of four hours. TSP may not~~
893 ~~change a bid once it has been submitted; however, TSP are permitted to~~
894 ~~cancel a previous bid and resubmit another bid. TSP are prohibited from~~
895 ~~submitting a bid on a closed shipment. Connectivity problems, system~~
896 ~~problems, or other Internet and Local Area Network (LAN) issues will not~~
897 ~~be considered an acceptable reason for late bid submissions after a~~
898 ~~solicitation has closed. A TSP shall be notified of shipment award after the~~
899 ~~solicitation has closed.~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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

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

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

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

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~~3. Alternation of rates does not apply between Mode T—Towaway and Mode B—Motor tenders.~~

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E. TRANSPORTATION FACILITIES GUIDE (TFG)

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

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~~2. Failure to review the TFG for installation policies for pickup and delivery requirements may result in non-payment of detention, demurrage and/or storage charges. **NOTE:** Carriers bill the activity responsible for incurring the Detention.~~

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

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~~4. 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. Holidays affected by this policy:~~

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~~a. Martin Luther King Jr. Day~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 944 b. President's Day
- 945 c. Memorial Day
- 946 ~~d. July 4th~~
- 947 e. Labor Day
- 948 ~~f. Indigenous Peoples Day~~
- 949 g. Veterans' Day
- 950 h. Juneteenth

~~IV. DOD STANDARD TENDER OF FREIGHT SERVICE~~

A. GENERAL TENDER OF SERVICE INFORMATION:

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

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

- 961 a. ~~Refer to the TEOW User Manual at~~
- 962 ~~<https://gfm.transport.mil/teowform/teow.pdf> for instructions on how to use~~
- 963 ~~the application. Training is provided through webinars and can be requested~~
- 964 ~~via the Systems Response Center at 800-462-2176, Option 3 for GFM, or by~~
- 965 ~~sending an e-mail to [usarmy.scott.sddc.mbx.omb-for-gfm-](mailto:usarmy.scott.sddc.mbx.omb-for-gfm-training@army.mil)~~
- 966 ~~[training@army.mil](mailto:usarmy.scott.sddc.mbx.omb-for-gfm-training@army.mil). If unable to electronically file tenders, the TSP should~~
- 967 ~~contact the GFM Help desk at 800-462-2176 or send email to~~
- 968 ~~usarmy.scott.sddc.mbx.G6_SRC_GFM_HD@army.mil.~~

- 969 3. ~~Tenders submitted in response to HQ SDDC solicitations, and other negotiated~~
- 970 ~~actions shall be published in the Standard Tender format, unless otherwise~~
- 971 ~~specified by the terms and conditions of those actions.~~

- 972 a. ~~Negotiated tenders are entered by TSPs only after shipment award by ITO.~~

- 973 4. ~~The Standard Tender format shall be used for TSPs that wish to file certain Less-~~
- 974 ~~Than-Truckload (LTL) and Truckload (TL) Class 100 rates. The baseline Class~~
- 975 ~~100 rates and minimum charges contained in this publication shall serve as a~~
- 976 ~~basis for TSPs actual rates and charges for DOD shipments in intrastate~~
- 977 ~~commerce, and shipments from to and between those points in the CONUS,~~
- 978 ~~Alaska and/or Canada specified in the individual TSP tenders. Class 100 Rates~~
- 979 ~~may only be used in connection with Rate Qualified "PQ", in the DOD tender.~~

- 980 5. ~~Shipments excluded from the Standard Tender format are courier; package~~
- 981 ~~express Mode R; Driveaway, Driveaway/Towaway, unaccompanied~~
- 982 ~~baggage to or from Alaska; and privately owned mobile homes or vehicles.~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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- ~~6. Exempt from filing electronic tenders in TEOW: Surface mode (O) Water is currently unsupported in TEOW/GFM. TSPs registered in this mode may submit tenders using the Uniform Tenders of Rates and/or Charges For Transportation Services, Optional Form (OF) 280 (Appendix I, see pg. 262) or manual HQ SDDC Form 364-
R. Additionally, certain HQ SDDC negotiated solicitations may direct submission of a manual HQ SDDC Form 364 R when awarded freight by an ITO. In either of the above instances email a copy of the applicable tender to HQ SDDC, Special Requirements Branch at usarmy.scott.sddc.mbx.negotiations_team@army.mil.~~
- ~~7. The Standard Tender format shall be used for DOD, DOD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS, Canada, Alaska and Mexico. Only the intrastate tender format is valid for Hawaii and Puerto Rico. By exception, the Standard Tender format for domestic air shipments shall be used for DOD, DOD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS only.~~
- ~~8. TSP tender must match FCRP authority (i.e. if authority in FCRP is Motor, only mode (B) Motor tenders may be entered).~~
- ~~9. TSP will ensure that all allotted spaces in each of the character fields in the HQ SDDC 364 R tender or Optional Form (OF) 280 are filled in properly.~~
- ~~10. Any tender that omits any required data containing special annotations or exceptions shall be considered inapplicable and have no effect to any contract for carriage. Tenders inadvertently accepted and distributed by SDDC which are subsequently determined to not meet or comply with the DOD tender filing instructions, or the applicable rules and/or rate publication, shall be subject to immediate removal. The issuing TSP shall be advised when tenders are removed under these circumstances.~~
- ~~11. The GFM System will assign to each accepted tender a distribution date and a distribution number.~~
- ~~12. Negotiated air tender(s) will be approved in rare and unique, case by case basis. USTRANSCOM, Commercial Service Branch, TCJ LC is the approval authority for negotiated air tender(s). Air carrier registrations are handled by US TRANSCOM, TCJ4 LC, Commercial Services Branch.~~
- ~~13. Inquiries concerning the application of the Standard Tender format (except those set forth above) should be directed to SDDC via telephone at (800) 526-1465.~~
- ~~14. Publications (and any reissues) listed below shall be considered part of this publication, but shall not be specifically listed in Section B of the tender. Any potential conflict between the terms of the publications listed below and this publication shall be resolved in favor of the express terms in this publication.
 - ~~a. National Motor Freight Classification (NMFC), Tariff Surface Transportation Board (STB) National Motor Freight (NMF) 100 series published by the National Motor Freight Traffic Association, Inc., Agent,~~~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1031 1001 North Fairfax Street, Suite 600, Alexandria, VA 22314;
1032 www.nmfta.org; (703) 838-1810 (commodity item numbers, descriptions,
1033 packing and packaging only).
- 1034 ~~b. Defense Table of Distance (DTOD), official mileage guide for~~
1035 ~~DOD, <https://dtod.transport.mil/>.~~
- 1036 ~~c. ATA Hazardous Materials Tariff, ICC ATA 111 series, published by the~~
1037 ~~American Trucking Associations, Agent.~~
- 1038 ~~d. Continental Directory of Standard Point Location Codes (SPLC) NMF 102-~~
1039 ~~Series, published by the National Motor Freight Traffic Association, Inc.,~~
1040 ~~Agent.~~
- 1041 ~~e. Directory of Standard Carrier Alpha Codes (SCAC), STB NMF 101-~~
1042 ~~Series, published by the National Motor Freight Traffic Associations,~~
1043 ~~Inc., Agent.~~
- 1044 ~~f. Closed Circuit Television (CCTV) Guidelines: Field Manual 3-19.30,~~
1045 ~~Physical Security, Chapter 6, January 2001, published by US Army~~
1046 ~~Publications Distribution Center, Cross Service, 2800 East Boulevard,~~
1047 ~~Baltimore, MD 21220-2893.~~
- 1048 ~~g. Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C.~~
- 1049 ~~h. International Civil Aviation Organization Technical Instructions (ICAO).~~
- 1050 ~~i. International Air Transport Association (IATA).~~
- 1051 ~~j. Transportation Security Administration Security and Safety~~
1052 ~~Regulations and Guidelines.~~
- 1053 ~~15. SDDC will apply the mileage computed by the DTOD system for cost~~
1054 ~~evaluation and TSP selection. See Section B, Item 87 (pg. 109), for guidance~~
1055 ~~on hazardous miles. See Section B, Item 119, (pg. 131), for guidance regarding~~
1056 ~~practical mileage. Also, see Section B, Part I (pg. 82), for guidance regarding~~
1057 ~~short line mileage. Mileage will not be applied when processing air shipments.~~

1058 **B. STANDARD FORMAT OF THE SDDC FORM 364-R TENDER:**

- 1059 ~~1. The SDDC Form 364-R tender can be broken down into five (5) main parts: the~~
1060 ~~administrative sections (Sections A-C); the rates sections (Sections D, E & G-~~
1061 ~~D); The Accessorial Section (Section F); The Non-Standard Rates Section-~~
1062 ~~(Section J); and appendixes (Appendix A and B). See paragraph C,~~
1063 ~~“Completing the DOD Standard Tender of Freight Service”, below to~~
1064 ~~determine proper application of rate sections and rate tables for specific tender-~~
1065 ~~rate applications. (The paper form is used by exception only):~~
- 1066 ~~a. ADMINISTRATIVE TENDER SECTIONS A-C~~
- 1067 ~~i. SECTION A—CARRIER INFORMATION~~
- 1068 ~~ii. SECTION B—GENERAL TERMS AND CONDITIONS~~
- 1069 ~~iii. SECTION C—CARRIER’S OFFER AND INSTRUCTIONS~~
- 1070 ~~b. TENDER RATE SECTIONS D, E & G THROUGH I~~
- 1071 ~~i. SECTION D—POINT-TO-POINT RATES~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~ii. SECTION E – TERRITORIAL RATES~~

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~~(1). SECTION E – TABLES A-F~~

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~~(a). SECTION E 1 – STATE TO STATE RATE MATRIX~~

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~~(b). SECTION G – POINT TO POINT AIR RATES~~

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~~(c). SECTION H – TERRITORIAL AIR RATES~~

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~~(d). SECTION I – CONUS TO CONUS EXPRESS SMALL PACKAGE~~

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~~(2). ACCESSORIAL RATES SECTION F~~

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~~(a). SECTION F 1 – SECURITY ACCESSORIAL~~

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~~SERVICES (b). SECTION F 2 – STANDARD~~

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~~ACCESSORIAL SERVICES~~

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~~e. NON STANDARD RATES SECTION J~~

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~~i. SECTION J – NON STANDARD RATES (Reserved for HQ SDDC
negotiated tenders only)~~

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~~d. APPENDIX A AND B~~

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~~i. APPENDIX A – RAIL ROUTES~~

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~~ii. APPENDIX B – TELEPHONE NUMBERS, TENDER~~

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~~CANCELLATIONS AND COMMODITIES~~

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C. COMPLETING THE DOD STANDARD TENDER OF

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FREIGHT SERVICE

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*~~ADMINISTRATIVE TENDER SECTIONS A-C – These sections are for providing TSP
General Information, General Terms and Conditions and TSP Offer and Instructions.~~*

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~~1. General Information – Administrative Tender Sections A-C:~~

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

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

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~~2. Section A – Transportation Service Provider Information~~

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

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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

Figure IV-1, MODES

Bus	A	Water	Q
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		

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

d. Tender Number—Enter the tender number assigned by the TSP

i. The six position space allowed for tender numbers must be completely filled in. Alphabetical prefixes, suffixes, and hyphens are not permitted. For example, if a TSP assigns number One to its tender, it would be shown as 000001. If a supplement is being filed, use the two character field provided to identify the supplement. For example, Supplement No. 1 would be shown as 01.

ii. Recommend tender and supplement numbers be consecutively numbered.

iii. Tender number 004000 (is reserved).

iv. Negotiated tenders must be numbered in the 500,000 series (500,000 through 599,999, inclusive).

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~e. Supplements:~~

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~~i. Only one supplement to a specific tender may be in effect at any one time.~~

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~~ii. For voluntary tenders, a supplement can only be used to change Section A (TSP Information). However, the SCAC (Item 1), Mode (Item 2), Application (Item 11), Commodity Classification (Item 14), and parts included in the tender (Item 16) may not be changed. Each time a new supplement is issued, all unchanged Section A data must be brought forward. Section A data not brought forward in the next consecutively numbered supplement to a specific tender will automatically be cancelled. In addition to Section A, Section B (General Terms and Conditions), and Section C (TSP's Offer and Instructions) of the tender supplement shall be completed.~~

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~~iii. When a change in SCAC code occurs, cancellation supplements must be issued to each tender filed under the old SCAC and new tenders must be issued under the new SCAC.~~

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~~iv. When changing other than Section A, B, or C information, it is recommended that the new tender number be consecutive, cancelling the tender being replaced. Data not brought forward in the new tender will automatically be cancelled.~~

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~~f. Cancellation of Tender/Supplement:~~

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~~i. If the tender or tender supplement being issued cancels any tender or supplement, list the cancelled tender(s) in this item. To cancel an entire tender and any supplements, enter the base tender number, i.e., enter the six-digit tender number followed by two zeros (00). This cancels the tender and the associated supplement of the tender. To cancel a supplement, the base tender followed by the supplement number. This cancels the supplement but not the tender. Note that a supplement to one tender cannot cancel any other tender.~~

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~~ii. TSP may cancel up to 20 tenders with a single tender that will carry forward rates.~~

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~~g. Action & Nature of Change—Indicate what the supplement will do and provide a brief but specific narrative of the nature of the amendment, e.g., “Extend Expiration Date.”~~

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~~i. Supplements to extend expiration dates must be submitted at SDDC no later than 24 hours prior to the tender expiration date. This is to meet the GFM Host daily scheduled batch processing times. Expired tenders cannot be reinstated retroactively.~~

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~~h. Issue Date—Enter the date of issue in the format requested. This date cannot be prior to the receipt date, i.e. the current date.~~

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~~i. Effective Date—Enter the effective date of the tender in the format requested.~~

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~~i. When the TSP's intention is to lower its rates, the effective date must be at least one (1) day after the issue date.~~

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~ii. 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.~~

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~~iii. If it is the TSP's intent to extend the tender, then issue date must be at least one (1) day after the issue date.~~

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~~iv. Unlike voluntary tenders, negotiated 500,000-series tenders dates can be retroactive.~~

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~~j. Expiration Date – Enter the expiration date in the format requested.~~

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~~i. For voluntary tender submissions, the expiration date may not be less than 90 days, or no more than two years from the effective date. An expiration date is mandatory on all tenders and supplements. A change in the expiration date stated in a supplement changes the expiration date for the tender.~~

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~~ii. For negotiated tender submissions, the expiration date may not be less than 30 days, or no more than one year from the effective date. A change in the expiration date stated in a supplement changes the expiration date for the tender.~~

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~~k. Application (not applicable on modes K, L or M) – Specifies whether the tender applies to interstate or intrastate traffic. Interstate tenders will not contain any intrastate rates. If the tender applies to intrastate shipments, insert the U.S. Postal Service Standard State Abbreviation in the space provided. Intrastate tenders will not contain any interstate rates. Only one state per intrastate tender is permitted.~~

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~~l. Operating Authority – Motor TSP must list their appropriate DOT operating authority numbers or appropriate intrastate operating authority numbers. If the service offered is exempt, enter the word "EXEMPT." This item shall not apply to rail TSP. The TSP's must have a valid SCAC for each mode of service offered. In other words, TSP assigned a surface freight forwarder SCAC may not use that same SCAC to submit a tender for air freight forwarder service. At all times, TSP shall ensure that any shipment moved, or any portion thereof, is transported pursuant to proper and lawful operating authority required pursuant to 49 United States Code, federal regulations, or other applicable authority.~~

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~~m. Equipment – (not applicable on modes K, L or M) Indicate the code for the type(s) of equipment to be used on a specific tender (see Appendix A). Up to 16 equipment codes may be shown on a tender. Trailer On Flatcar (TOFC)/Container on Flatcar (COFC) TSPs will indicate the motor equipment provided. No rail equipment codes shall be entered on the tender.~~

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~~n. Commodities:~~

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

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~(1). National Motor Freight Classification (NMFC)~~

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~~(2). Uniform Freight Classification (UFC)~~

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~~(3). Department of Defense Unique Codes (DODUC)~~

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~~(4). Standard Transportation Commodity Codes (STCC)~~

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~~ii. Enter up to 16 commodities.~~

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

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

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

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

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~~vii. Freight All Kinds (FAK) consists of those commodities that TSPs offer to transport at one inclusive rate or charge regardless of their classification rating in the NMFC, STCC or UFC, or differing transportation characteristics. These commodities are described in this publication. TSP filing FAK rates may not restrict the application of such rates by imposing any further commodity, density, or classification exclusions. The identification of one FAK commodity code in a tender precludes the listing of any other FAK commodity code in the same tender.~~

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~~viii. Because of the unusual transportation needs of DOD material, DOD unique codes (see Appendix B) must be used in the Standard Tender of Freight Services to describe the commodities listed. Released values shown for these commodities have also been assigned by DOD and~~

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR, Part 173.50.

~~ix. Direct Procurement Method (DPM) shipments of crated household goods and unaccompanied baggage must move under 100251. Because the DPM contractor's warehouse usually is not located at a military installation having responsibility for DPM shipment, origin must not be a military installation but should be either a City, State Section, or State.~~

~~o. Released Value Rate— The following applies to the assignment of released valuation (agreed level of liability assumed by the TSP in transporting a shipment in the event of loss or damage) when shipments are moved via tenders. Any conflict between this item and statements inserted by TSP in a DOD tender shall be resolved by giving precedence to this guidance.~~

~~i. In cases where the shipment has a released value, in the event of loss and/or damage to a DOD shipment, amount recoverable shall be: (1) the applicable released value (when stated in dollars and cents per pound in the Released Value field of the tender) multiplied by the gross weight of the item; or (2) the declared value of the vehicle(s) and/or item when stated on the BL; or (3) the released value of the vehicle(s) identified in Tender section of this publication, but no more than the loss or damage actually sustained in each incident stated above.~~

~~ii. No exceptions or changes may be made to released value assigned to DOD unique commodity codes or released value assigned to commodities in either the NMFC or STCC. In addition, release values cannot be applied to perishable subsistence. TSPs using NMFCs must ensure that both proper item and sub number containing desired released value amount are shown. Rail TSPs must ensure that the proper item is shown. When commodity descriptions include released value as described in this paragraph, no entries shall be made. Except for provisions described in this paragraph, commodities released in value may be published in the same tender with commodities not released in value.~~

~~iii. Except as otherwise provided in these instructions, tenders containing other than DOD unique commodity descriptions for which no released value is provided in the NMFC or STCC, shall be subject to full TSP liability, unless the filing TSP completes the released value field. If a TSP wishes to limit its liability by completing the released value field, in no event shall the amount be less than \$2.50 per pound, or \$1.00 per pound for air shipments.~~

~~iv. For shipments containing crated HHG or personal effects commodity code 100251, described in Appendix D, TSP liability for lost and/or damaged cargo see paragraph 1e of Transportation Service Provider Cargo Liability (LIE) (pg. xx). When these commodities are identified, no entries shall be made in the released value field. Except for provisions described in this paragraph, commodities released in value may be published in the same tender with commodities not released in value.~~

~~v. Domestic air tender released value for lost and/or damaged cargo (excluding crated household goods and personal effects, i.e.,~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1330 commodity code 100251)
1331 shall not exceed \$1.00 per pound per piece or \$100 per piece, whichever
1332 is greater, but not to exceed actual value of articles lost or damaged plus
1333 the amount of applicable transportation charges. Except for provisions
1334 described in this paragraph, commodities released in value may be
1335 published in the same tender with commodities not released in value.

1336 ~~vi. When using driveaway or towaway service, specific vehicles identified~~
1337 ~~in the motor section of this publication will always be subject to a~~
1338 ~~released value not exceeding \$20,000 for each vehicle in the shipment.~~
1339 ~~When these commodities are identified, no entries shall be made in the~~
1340 ~~released value field.~~

1341 ~~p. Parts of Standard Tender Included—Enter an “X” in the appropriate spaces to~~
1342 ~~indicate which sections (Section D, Section E, Section E-1, Section F,~~
1343 ~~Section G, Section H, Section I, Section J, Section K, Appendix A) are~~
1344 ~~included in the tender. In addition to the “X” in Section E space, TSPs will~~
1345 ~~enter an “X” in the space provided if either Table E (Rate Matrix) or Table F~~
1346 ~~(Dromedary Service Rate Matrix) is included in the tender. See paragraph C,~~
1347 ~~5, “General Information—Tender Rate Sections D, E, G Through I” for~~
1348 ~~conflicting rate sections.~~

1349 ~~3. Section B—General Terms and Conditions~~

1350 ~~a. Section B contains general terms and conditions which cannot be modified,~~
1351 ~~deleted, or otherwise altered by the TSP. In “Governing Publications,”~~
1352 ~~TSP tenders list this publication as the only governing publication. If a~~
1353 ~~TSP lists another governing publication in the tender submission, then the~~
1354 ~~tender is subject to removal as an improper tender.~~

1355 ~~b. TSP must annotate the appropriate block(s) if the rates or charges in the~~
1356 ~~tender may be used to construct combination rates or proportional rates.~~
1357 ~~If none of the blocks are annotated, the rates and charges will not be used~~
1358 ~~to construct combination rates or proportional rates.~~

1359 ~~4. Section C—Transportation Service Provider’s Offer and Instructions~~

1360 ~~a. Enter Name, Title, Address, and Telephone Number of the authorized~~
1361 ~~representative. This must be a representatives authorized to answer~~
1362 ~~question and address tender errors if contacted by SDDC.~~

1363 ~~**TENDER RATE SECTIONS D, E & G THROUGH I—These sections are used to quote**~~
1364 ~~**rates for transportation.**~~

1365 ~~1. General Information—Tender Rate Sections D, E & G Through I:~~

1366 ~~a. Application of Rate Qualifiers: Rate qualifiers are two character codes that~~
1367 ~~indicated the application of rates in a tender. Figure IV-2 below provides~~
1368 ~~specific instructions each rate qualifiers use and formatting.~~

1369 **Figure IV-2: Application of Rate Qualifiers:**

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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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;
 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"

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~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:~~

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

~~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.~~

~~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.~~

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

~~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.~~

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

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

~~e. Construction of Origins and Destinations:~~

~~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.~~

~~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, QC, ON, MB, SK, AB, BC, NT, YT)
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])

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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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
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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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<u>Zone</u>	<u>Code</u>	<u>Zone</u>	<u>Code</u>
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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(5) 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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(6) 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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1446

d. Fractions

i. Fractions of a cent resulting from independently established rates, percentages to the baseline class rates and minimum charges, and accessorial charges, shown in this publication, shall be disposed of as follows:

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~(1). Fractions of less than one half of one cent shall be omitted.~~

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~~(2). Fractions equal to or greater than one half of one cent shall be increased to the next whole cent.~~

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~~ii. Fractions of a pound resulting from the application of a TSP's independently established rates and accessorial charges shall be rounded to the next higher pound.~~

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~~e. Deficit weight rating is a method of realizing cost savings by adding weight to a shipment in order to achieve the lower rate from the next higher weight (or unit of measure) bracket. The deficit weight rated cost is compared to the actual weight rated cost and the lower of the two is used to determine freight charges. The DoD will calculate freight charges by comparing the actual weight (or unit of measure) rate calculation to the deficit weight (or unit of measure) rate calculation and will apply the lower of the two. This freight charge calculation method will be applied to shipments using tenders containing the following rate qualifiers:~~

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~~i. When a TSP creates a tender using:~~

1471

~~(1). Section D, deficit costing applies to rate qualifiers:~~

1472

~~(a). BB, DH, PG, PH, ST~~

1473

~~(b). DL, PC, PL, PV; if more than one vehicle is requested~~

1474

~~(2). Section E~~

1475

~~(a). Table B~~

1476

~~(i). DH, DL, DZ, PG, PY, PZ:~~

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~~1. No if less than min weight~~

1478

~~2. Yes, if more than min weight~~

1479

~~3. No, if more than above highest weight bracket~~

1480

~~(ii). PH and PJ: Yes~~

1481

~~(b). Table C:~~

1482

~~(i). ST~~

1483

~~1. No if less than min weight~~

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~~2. Yes, if more than min weight~~

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~~3. No, if more than above highest weight bracket~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~(e). Table D: PQ: Yes~~

~~(d). Table E:~~

~~(i). PC: No~~

~~(ii). PG: (within mileage bracket only)~~

~~1. No if less than min weight (5,000)~~

~~2. Yes, if more than min weight (5,000)~~

~~3. No, if more than above highest weight bracket (8,000)~~

~~(iii). ——— PH:~~

~~1. No if less than min weight~~

~~2. Yes, if more than min weight~~

~~3. No, if more than above highest weight bracket~~

~~(iv). ——— PL: No~~

~~(v). PY: (within mileage bracket only)~~

~~1. No if less than min weight (5,000)~~

~~2. Yes, if more than min weight (5,000)~~

~~3. No, if more than above highest weight bracket (8,000)~~

~~(vi). ——— PZ:~~

~~1. No if less than min weight~~

~~2. Yes, if more than min weight~~

~~3. No, if more than above highest weight bracket~~

~~(e). Table F:~~

~~(vii). ——— DH:~~

~~1. No if less than min weight (2,500)~~

~~2. Yes, if more than min weight (2,500)~~

~~3. No, if more than above highest weight bracket
(5,000). If service list includes EXC, cost at the
highest weight bracket.~~

~~(viii). ——— DL: No~~

~~(ix). ——— DZ:~~

~~1. No if less than min weight (2,500)~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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1522 2. ~~Yes, if more than min weight (2,500)~~

1523 3. ~~No, if more than above highest weight bracket~~
1524 ~~(5,000). If service list includes EXC, cost at the~~
1525 ~~highest weight bracket~~

1526 f. ~~Deficit weight rating is calculated by replacing the rate within the actual~~
1527 ~~weight (or unit of measure) bracket and the actual weight (or unit of~~
1528 ~~measure), with the rate from the next higher bracket and the lowest weight~~
1529 ~~(or unit of measure) within the range of that next higher bracket. Using a~~
1530 ~~freight charge calculation example applying the Baseline Class 100 rate~~
1531 ~~table (PQ rate qualifier), the deficit weight rate would be calculated as~~
1532 ~~follows:~~

1533 i. ~~An FAK shipment weighing 2,639 pounds at a distance of 362 miles,~~
1534 ~~would fall into weight bracket (2,000-4,999) and mileage bracket (351-~~
1535 ~~374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt).~~
1536 ~~The deficit rate calculation will use weight bracket (5000-9999) and~~
1537 ~~mileage bracket (351-374) resulting in a deficit rate of 1142 cents per~~
1538 ~~hundred pounds (cwt). The weight used for the deficit weight rating is~~
1539 ~~5000 pounds (the lowest weight from the next higher weight bracket~~
1540 ~~range). The TSP rates are published in Section E, Table D, of the tender~~
1541 ~~as a percentage of class. For this example we use 47 percent. This~~
1542 ~~indicates that the TSP is offering to move this shipment at a rate which~~
1543 ~~is 47 percent of the applicable baseline rate from the table. Using these~~
1544 ~~shipment parameters, GFM automatically calculates the deficit weight~~
1545 ~~charges as follows:~~

1546 Actual Weight Rate: $1308 \text{ cwt} \times .47(\%) = 615 \text{ (614.76 rounded) cents per}$
1547 100 lbs.

1548 Actual Weight Charge: $615 \times 26.39 \text{ (2,639 lbs/100)} = 16,230 \text{ cents, or}$
1549 $\$162.30$

1550 Deficit Weight Rate: $1142 \text{ cwt} \times .47(\%) = 537 \text{ (536.74 rounded) cents}$
1551 $\text{per } 100 \text{ lbs.}$

1552 Deficit Weight Charge: $537 \times 50 \text{ (5000 lbs/100)} = 26,850 \text{ cents, or}$
1553 $\$268.50$

1554 ii. ~~GFM will compare the deficit weight charge to the actual weight~~
1555 ~~charge and will apply the lower of the two charges.~~

1556 2. ~~Section D. Point to Point Rates~~

1557 *~~This section is used to quote rates for transportation from, to, or between specific cities or~~*
1558 *~~military installations.~~*

1559 a. ~~Indicate the two character code for the rate qualifier to be used in this section.~~
1560 ~~Only one rate qualifier may be used in each section. The~~
1561 ~~weight/volume/quantity fields of this section shall be used to show the~~
1562 ~~minimum weight, volume, or quantity. If the rate qualifier selected is PH or~~
1563 ~~DH, show the minimum weight in pounds. If the rate qualifier selected is~~
1564 ~~PG, show the minimum volume in gallons. If the rate qualifier is ST, PL,~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1565 PC, DL, PV, or BB show the minimum quantity in number of short tons,
 1566 number of trailers, number of rail cars, number of dromedary loads, number
 1567 of vehicles, or number of barrels, respectively. Tank truck TSP can only use
 1568 rate qualifier PG in this Section. Rail TSP offering TOFC/COFC service may
 1569 use either rate qualifier PL or PH. Other restrictions that apply to rate
 1570 qualifiers are:

1571 i. PV: For vehicles including tank vehicles on rail flat, bi-level, and tri-
 1572 level cars or in motor driveway or towaway service. (This applies to
 1573 the number of shipper’s vehicles loaded on TSP equipment).

1574 ii. BB: For pipeline and water TSP only.

1575 iii. PG: For TSP of bulk liquid commodities, other than pipeline or water TSP.

1576 iv. PA: For Rail TSP only.

1577 b. Less than truckload (LTL) shipments may be included in this section and are
 1578 restricted to rate qualifier PH. Dromedary service TSP for LTL shipments
 1579 will use rate qualifiers DH and DL. TSP have the option of submitting LTL
 1580 rates in Section D, or in Table B or Table D (percent of class rates) of
 1581 Section E (Territorial Rates).

1582 e. The fields listed as Columns A, B, C, and D in minimum weight volume
 1583 or quantity will match the columns indicated in Rates in Section D.
 1584 Examples of how to use this section are as follows:

1585 i. Minimum weight, volume, or quantity:
 1586

<u>Rate Qualifier</u>	<u>Column A</u>	<u>Column B</u>	<u>Column C</u>	<u>Column D</u>
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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1588 ii. Rates:
 1589

<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

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

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

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~~iii. Tender Use~~

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~~(1).Rate Qualifiers:~~

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~~(a). DH (Per Hundredweight Per Dromedary Service Shipment)~~

1628

~~(b). DL (Per Dromedary Service Shipment)~~

1629

~~(c). DZ (Per Hundredweight Per Mile Per Dromedary Service Shipment)~~

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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(2).Section D (Column A and B)

<u>Section A Type Equipment</u>	<u>Alternate Equipment Section A *</u>	<u>Minimums</u>	<u>Minimum- Regression **</u>	<u>Mileage- Regression **</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

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

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

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

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

(a). Rate Qualifier DH— same as DH above except mileage regression applies in Table F.

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

(c).Rate Qualifier DZ— same as DH for these Tables

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g. Table of Rates

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

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

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

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

3. Section E. Territorial Rates

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

a. Origins and Destinations.

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

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

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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~~b. If the service to be offered is to apply in both directions, annotate the "Between Flag" field.~~

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

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

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

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~~i. When rate qualifiers DZ, PZ, or PY are used, the rate shall be expressed by up to four numbers to the right of the decimal point, in fractions of a cent. Only in rare instances would rates be equal to or greater than one whole cent.~~

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~~ii. Computation of per hundredweight per mile charges shall be performed in the following manner. For example, assume a TSP offers a rate of 00.2650 cents per hundredweight per mile on 43,231 pounds at a distance of 500 miles. GFM will first convert this charge to a fraction of one dollar, or .00265 per hundredweight per mile. Then the computation shall be $43,231 \text{ pounds}/100 = 432.31 \text{ cwt. units}$; $432.31 \text{ cwt. units} \times .00265 = \$1.1456215 \text{ per mile}$; $\$1.1456215 \text{ per mile} \times 500 \text{ miles} = \572.81 charge . All per hundredweight per mile, and per hundredweight per mile per dromedary service shipment charges shall be computed in the same manner.~~

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~~iii. Computations of per gallon per mile shall be performed in the following manner. For example, a "PY" rate (per gallon per mile) of .0365 cents per gallon per mile, stated in Table B as 0.0365, or in Table E as 0.0365,~~

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1755 would be converted by GFM to .000365. Therefore, the charge on a
1756 shipment of 5,000 gallons moving 200 miles is computed as: $.000365 \times$
1757 $5,000 \text{ gallons} = \$1.8250 \text{ per mile} \times 200 \text{ miles} = \365.00 . (Rounding to
1758 the nearest whole cent will not occur until total line-haul cost is
1759 computed.)

1760 (1). When rate qualifier PG is used, TSP must express their rates as
1761 follows: If rate is 5.25 cents per gallon, TSP would enter 0.0525 in
1762 Table B. In Table E, the entry would be 0.0525.

1763 **f. Rate Tables**—Only one of the Rate Qualifiers authorized for each Table in
1764 Section E may be used to quote rates for that Table in an individual tender.
1765 In addition, only one type Table (A through F) may be used in an individual
1766 tender. Any number of Tables A through D may be included, e.g., three
1767 Table B but not one Table B and one Table C. Only one Table E or Table F
1768 may be used. In all Tables all rates must regress, i.e., must not be the same
1769 or higher, from left to right as minimum pounds/gallons/quantities increase.
1770 If using Table E, Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ,
1771 rates must also regress as mileage blocks increase. Rate Qualifier PY or PZ,
1772 or Table F, Rate Qualifier DZ, rates must also regress mileage blocks
1773 increase.

1774 **i. TABLE A**

1775 (1). Use Table A to publish a single rate and minimum charge (if desired)
1776 to apply for Rate Qualifier PM or Rate Qualifier PJ.

1777 **ii. TABLE B**

1778 (1). Use this table to quote rates for Rate Qualifiers PJ, PH, PG, PZ, PY,
1779 DL, DH, or DZ. Four minimum quantities (expressed in pounds,
1780 gallons, or vehicles) may be used. Minimums for shipments
1781 weighing less than 10,000 pounds may be included, provided PH or
1782 PZ are used. If using PJ, four minimum numbers of vehicles may
1783 also be shown. Tank truck TSP may also use this table, but are
1784 restricted to the use of PG or PY. Only rates for PZ, DZ, PY, and PG
1785 can be expressed in fractions of a cent. The minimum quantity for
1786 DL shall be “1” shipment.

1787 (2). Charges for DL are the only charges that can use all four positions
1788 to the left of the decimal point in the rate spaces. Offering
1789 dromedary rates and service under this Table (i.e., Regular and 410-
1790 Dromedary Service) using DH or DL shall be as prescribed in
1791 Section D of these instructions. Offering dromedary service using
1792 DZ shall be as prescribed for PZ, except that only two minimums
1793 may be used for DZ. A minimum charge may only be submitted for
1794 PZ, DZ, PY, or PJ.
1795

1796 (3). Minimum charge applicable to PJ rates under this Table will apply
1797 per vehicle used rather than per vehicle moved. If two vehicles are
1798 moving on a flat bed, the minimum charge is applicable to that
1799 flatbed (per vehicle used), not to each of the two vehicles moved on
1800 the flat bed.

1801 (4). Rail TSP may offer incentive rates when using PH, PZ, PY, or PG.
1802 Incentive rates will apply to freight loaded in the same rail car and

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1803 shall be applicable to any weight/gallons, which are greater than the
1804 highest minimum weight/gallon shown in the table. Rates must be
1805 lower than the per gallon rate, per hundredweight rate, per
1806 hundredweight per mile, or per gallon per mile rate applicable to the
1807 highest minimum weight/gallon shown and thus serve as an
1808 incentive for loading heavier weights on rail cars.

1809 (5). Procedures for computing PZ, PY, and DZ charges are
1810 explained in paragraph e of this section and these instructions
1811 must be followed in order for the charges based on rates in this
1812 table to be accurate.

1813 (6). Up to eight minimum quantities are allowed in Table B. If this
1814 procedure is followed and minimums of less than 20,000 pounds
1815 and 20,000 pounds and greater are used, the minimums of 20,000
1816 pounds and greater shall be considered truckload minimums. One
1817 minimum charge will apply to all minimum quantities if this
1818 procedure is used, and may only be used for PY, PJ, PZ, and DZ.

1819 (7). Heavy haulers may restrict a minimum weight to one specific type
1820 of equipment by submitting a tender with only that equipment code
1821 listed Section A, Equipment field.

1822 **iii. TABLE C**

1823

1824 (1). This table is used to quote rates for a minimum number or quantity
1825 of short tons (2,000 pounds), Rate Qualifier ST. Three minimums
1826 may be expressed.

1827 **iv. TABLE D**

1828 (1). This table quotes rates as a percentage of the SDDC baseline Class
1829 100 rates and minimum charges. Rate Qualifier "PQ" applies.
1830 Pricing under this table is for shipments in all weight categories. In
1831 the minimum charge block, TSP must enter an across the board
1832 percentage, which is above, below, or equal to the minimum charges
1833 specified Class 100 Rates in this section. TSP also have the option of
1834 entering in the block provided a percentage which is
1835 above/below/equal to the baseline Class 100 rates for either FAK or
1836 Specific NMFC or DOD Unique Commodities. Be sure to show the
1837 applicable commodity codes in Section A, Commodity Code field.
1838 Keep in mind that the words "Less Than Truckload" have no
1839 application in Table D of Section E.

1840 **v. TABLE E**

1841 (1). This table is used to quote rates for PC, PL, PH, PZ, PG, or PY in a
1842 matrix format. When minimums are expressed in pounds, PH and PZ
1843 shall be used. When minimums are expressed in gallons, PG and PY
1844 shall be used. Tank truck TSP may use this Table, but are restricted
1845 to the use of PG or PY. PC and PL do not require minimums.
1846 Mileages are indicated in four columns next to weight fields that
1847 require completion.

1848 (2). Fields in Table E allows rail and motor TSP to offer flat charges
1849 regardless of the weight of shipment. No other rate qualifier can be

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1850 used in conjunction with this Table. Each rate qualifier has its own
1851 designated rate table format. Rail TSP when offering TOFC/COFC
1852 service, have the option of using motor rate qualifiers PH, PZ or PL.
1853 Tank truck TSP offering equipment code AT2 (Tank over 8,000
1854 gallons) will use the 8,000 gallon column.

1855 (3). Procedures for computing charges for Rate Qualifiers PZ and PY are
1856 explained above in paragraph e of this section and must be followed
1857 in order for charges to be accurate.

1858 (4). Rate Qualifier PH rates shall be expressed in whole dollars and cents.
1859 For example, if a TSP offers a rate of 01.5000 (\$1.50) per
1860 hundredweight on 43,231 pounds at a distance of 500 miles (distant
1861 bracket 451-500), the computation shall be: $43,231 \text{ pounds} / 100 =$
1862 432.31 cwt units , $432.31 \text{ cwt units} \times 1.50 = \648.47 charge .
1863

1864 (5). Minimum weight, gallon or mileage columns will not be altered.
1865 TSP are free to provide rates for any or all minimums, limited only
1866 by their ability to perform. TSP must ensure rates are provided in
1867 every field, from the lowest to the highest mileage bracket, covered
1868 in tender's territorial application. For example, if service is offered
1869 from VA to MD, the mileage bracket reflecting the maximum
1870 possible distance between points in these two states must be
1871 completed. Rates must be included for the same minimum columns
1872 on each mileage line used. Per hundredweight rates cannot be stated
1873 in fractions of cents.

1874 (6). Rail TSP may offer incentive rates when using Rate Qualifiers PH,
1875 PZ, PY or PG. Incentive rates will apply to freight loaded in the
1876 same rail car and shall be applicable to any weight/gallon greater
1877 than the highest minimum weight/gallon shown in the Table. Rates
1878 must be lower than rate applicable to highest minimum
1879 weight/gallon shown.

1880 vi. TABLE F

1881 (1). This table will only be used for dromedary service expressed on a
1882 territorial basis. Offering dromedary service, rates, and minimum
1883 weights (i.e., Regular and 410 Dromedary Service) shall be as
1884 indicated in Section
1885 D. No change to mileage is permitted. Procedures for computing
1886 charges for Rate Qualifier DZ is explained in paragraph e in this
1887 Section must be followed. TSP must ensure rates or charges are
1888 provided in every field, from lowest to highest mileage bracket, to
1889 the extent of the tender's territorial application. For example, if
1890 service is offered under this Table from PA to MD, mileage
1891 reflecting the maximum possible distance between points in these
1892 two states must be completed. Rates must be included for same
1893 minimum columns on each mileage line used.

1894 4. Section E-1 State To State Rate Matrix (Interstate only)

1895 a. This section contains a matrix for expressing rates, from and to states and/or
1896 state zones. Rates will only apply from Origins listed in the "FROM" portion
1897 across the top, to destinations listed in the "TO" portion along the left hand

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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side.

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

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~~e. Minimum charge may be indicated in field provided. Only one minimum charge per tender shall be allowed.~~

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

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~~e. The Matrix~~

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

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

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

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5. Section G Point to Point Air Rates

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

1930

~~a. Shipments in Section G and Section H apply to over 150 pounds.~~

1931

~~b. This section is used to quote rates for air transportation from, to, or between specific cities, military installations or airport to airport. Rates from, to, or between geographic areas, or between geographic areas and specific points shall be quoted in Section H.~~

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~~c. Indicate the level of service, which is applicable for this tender by placing annotating one, two, three or all four of the levels. Definitions of the levels; Priority Service (SG), Overnight Service (D1), Second Day Service (D2) and Deferred Service (D3), shall be found in Appendix E.~~

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~~d. Indicate type of service applicable for this tender by annotating the appropriate block for AA Airport To Airport or DD Door To Door.~~

1941

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1942 e. ~~Origins and Destinations. Since this section only applies from, to or between~~
1943 ~~specific points or airports, enter nine digit SPLC in the “Origin SPLC”~~
1944 ~~column for origin installation or airport. Enter the nine digit SPLC of the~~
1945 ~~destination in the “Destination SPLC” column and if the service applies in~~
1946 ~~either direction, annotate the “Between Flag” field. If service is offered from~~
1947 ~~same origin to more than three destinations at the same level of rates, the~~
1948 ~~origin SPLC must be entered in each origin field provided in Section G. In~~
1949 ~~other words, a single page Section G submission can accommodate rates~~
1950 ~~from one origin SPLC field or more than one original SPLC to as many as~~
1951 ~~15 destinations as long as the rates are the same from and to all points.~~
- 1952 f. ~~Table of Point to Point Rates. All rates in this table shall be shown in dollars~~
1953 ~~and cents and apply per hundredweight starting at a weight of 151 pounds.~~
1954 ~~Any shipment less than 151 pounds must move under the NGDS small~~
1955 ~~package contract provisions of Section I of the applicable tender. Place the~~
1956 ~~rate in dollars and cents per 100 pounds for each weight break underneath~~
1957 ~~the applicable level of service. Rates must regress from the highest to the~~
1958 ~~lowest level of service and from the lowest to the highest weight break. Each~~
1959 ~~level of service indicated on the previous page must contain at least one rate.~~

1960 6. ~~Section H Territorial Air Rates~~

1961 *~~This section is restricted for use under the Global heavyweight Services (GHS) Contract.~~*

- 1962 a. ~~Shipments in Section G and Section H apply to weights in excess of 150 pounds.~~
- 1963 b. ~~This section is used for quoting rates from, to, or between broad geographic~~
1964 ~~locations. Although specific SPLCs may be used for either origins or~~
1965 ~~destinations, rates quoted in this Section will not be used for shipments~~
1966 ~~from a specific SPLC origin to a specific SPLC destination.~~
- 1967 c. ~~Indicate the level of service, which is applicable for this tender by annotating~~
1968 ~~one, two, three or all four of the levels. Definitions of the levels SG, D1,~~
1969 ~~D2 and D3 shall be found in Appendix E.~~
- 1970 d. ~~Type of service for this section is always Door To Door (DD).~~
- 1971 e. ~~Origins and Destinations.~~
- 1972 i. ~~Section H is used for quoting rates to/from/between geographic locations~~
1973 ~~expressed in any of the four methods, CONUS, Regions (excluding~~
1974 ~~Region 0), State, or Zone. Although specific SPLCs may be used either~~
1975 ~~for origins or destinations, Section H is not applicable to point-to-point~~
1976 ~~SPLCs. See Section H Territorial Air Rates Matrix (A) for further~~
1977 ~~explanation.~~
- 1978 ii. ~~The alpha or numeric designation of the specific point or geographic~~
1979 ~~area (CONUS, Region, State, or Zone) will take precedence over~~
1980 ~~the narrative description in the location space.~~
- 1981 f. ~~If service to be offered applies in both directions, annotate the “Between~~
1982 ~~Flag” field.~~
- 1983 g. ~~TSP may exclude up to a maximum of six specific points from the territorial~~
1984 ~~application of Section H in each tender. Only points assigned a SPLC in the~~
1985 ~~SPLC Directory may be excluded. When a city SPLC is used, exclusion~~
1986 ~~applies to all DOD Installations having the same first six digits followed by~~
1987 ~~a three digit installation designator. TSP must indicate whether the points~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1988 are excluded as origins and/or destinations annotating the origin or
 1989 destination field.
- 1990 **i.** When more than one page of Section H, Territorial Locations, is included
 1991 in a tender, TSP are still limited to a maximum of six origin and/or
 1992 destination SPLC exclusions in each tender. Exclusions will only be
 1993 shown on the first page of Section H and will apply to the entire Section.
- 1994 **ii.** If multiple pages are required to express territorial application in a tender,
 1995 each individual page of origins and destinations will stand alone for rate
 1996 application. If, for example, there are six pages (H-1 through H-6) of
 1997 territorial applications, rates will not apply from origins on page H-1 to
 1998 and/or between destinations on any of the other five pages.
- 1999 **h.** Section H Territorial Air Rates Matrix
- 2000 **i.** This matrix contains the regions and zones, which must be used when
 2001 showing rates in section H of a tender. These regions are hard wired
 2002 into the GFM system and may not be changed. The regions are the
 2003 same as shown in the NMF 102 SPLC, with elimination of Alaska and
 2004 Hawaii from region 8. This page will always remain the same with the
 2005 regions and the zones remaining the same.
- 2006 **ii.** Regions are made up of specific states, which include all SPLC codes
 2007 within each state. First determine the regions for all origins;
 2008 installation, city, state, region or 9C (CONUS), which is the Service
 2009 Area. Determine the regions for all destinations.
- 2010 **iii.** Match the origin regions with the destinations regions on the zone
 2011 matrix to determine the zones, which will apply on the tender.
- Examples:-
- (1).Origins
- | <u>SPLC</u> | <u>Location</u> | <u>Region to select from matrix</u>
<u>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 |
- 2012
- 2013 (2).Destinations
- | <u>SPLC</u> | <u>Location</u> | <u>Region to select from matrix</u>
<u>page</u> |
|-------------|---------------------------|--|
| GA | Georgia | Region—4 |
| 7R | MT, WY, CO, UT, NM,
AZ | Region—7 |
| 8R | ID, WA, OR, NV, CA | Region—8 |

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2015
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<u>Origin region</u>	<u>Destination region</u>	<u>Correct zone</u>
Region 1	Region 4	-e
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	-e
Region 5	Region 7	-b
Region 5	Region 8	-e

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

2023

~~i. Section H Territorial Air Rates, Rate Tables~~

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~~i. This item contains four rate tables to be used for quoting rates in section H Territorial Air Rates. There is a separate table for each level of service, which was selected in Section H; Table H 1, SG; Table H 2, D1; Table H 3, D2; and Table H 4, D3. All rates are PH and weight breaks start at 151 pounds. For weights less than 151 pounds, see Section I.~~

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

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~~7. Section I – CONUS to CONUS Express Small Package Contract~~

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

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

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2045

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

2046

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

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2048

~~**ACCESSORIAL RATES SECTION F**—*This section describes quotation of charges for security and accessorial services.*~~

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~~1. General Information—Security and Accessorial Services Section F~~

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

~~b. Section F is divided into three items:~~

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

~~ii. F-2 deals with Accessorial Services.~~

~~iii. F-3 for pipeline Accessorial Services.~~

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

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

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

~~EXAMPLE: Stop off in Transit (SOC)~~

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

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

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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2095 ~~h. TSP should offer only security and/or accessorial services they are~~
2096 ~~authorized and able to provide. TSP intending to offer transportation~~
2097 ~~protective services are directed to Section A, part II, paragraph B of this~~
2098 ~~publication.~~

2099 ~~*Note: Broker, Freight forwarders, and logistics companies, refer to Part II, Paragraph B.5*~~
2100 ~~*for prohibitions on providing TPS.*~~

2101 ~~**NON STANDARD RATES SECTION J**—*This section is reserved for HQ SDDC*~~
2102 ~~*500,000 series negotiated solicitation tender use only.*~~

2103 ~~1. General Information—Non Standard Rates Section J~~

2104 ~~a. For questions or inquiries contact HQ SDDC Special Requirements Branch at~~
2105 ~~618-220-4513 or send email to [usarmy.scott.sdde.mbx.negotiations-](mailto:usarmy.scott.sdde.mbx.negotiations-team@army.mil)~~
2106 ~~[team@army.mil](mailto:usarmy.scott.sdde.mbx.negotiations-team@army.mil).~~

2107 ~~**APPENDIX A AND B**~~

2108 ~~1. **APPENDIX A RAIL ROUTES**—*This appendix is used to list rail routes for*~~
2109 ~~*joint line applications.*~~

2110 ~~a. General Information—Appendix A Rail Routes~~

2111 ~~i. Rail TSPs will ensure rail routes are shown on BL.~~

2112 ~~ii. Submission of this appendix is optional. If used, a TSP shall list for each~~
2113 ~~route only those TSPs who have agreed to participate in service at rates~~
2114 ~~offered.~~

2115 ~~iii. Route numbers assigned in this appendix should~~
2116 ~~correspond to origins/destinations shown in Section D~~
2117 ~~and/or Section E.~~

2118 ~~2. **APPENDIX B**—This appendix is used when the tender requires more~~
2119 ~~telephone numbers, tender cancellations and/or commodities than the fields in~~
2120 ~~Section A allow for the items.~~

2121 ~~a. General Information—Appendix B (Telephone Numbers, Tender~~
2122 ~~Cancellations and Commodities)~~

2123 ~~i. Please consult the application item for application and requirements.~~
2124 ~~The complete definition and use of the appendix may be found in the~~
2125 ~~publication on:~~

2126 ~~(1). Telephone numbers reference paragraph 2.b of this~~
2127 ~~section. (2). Tender Cancellations reference paragraph 2.f~~
2128 ~~of this section.~~

2129 ~~(3). Commodities reference paragraph 2.n.ii of this section.~~

2130 ~~**CLASS 100 RATES**~~

2131 ~~*The rates and charges shown in this section are established at a Class 100 baseline level.*~~
2132 ~~*This is not to be construed, in any way, as the setting of rates or charges by SDDC. TSP*~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

must independently establish their own levels of rates and charges on less than 20,000 pounds and 20,000 pounds or greater shipments of FAK or specific class rates commodities by utilizing the percentage of class provisions in the DOD tender.

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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<u>Section</u>	<u>Item</u>	<u>Instructions</u>
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.
	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>

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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<u>Section</u>	<u>Item</u>	<u>Instructions</u>
		<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.

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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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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<u>Section</u>	<u>Item</u>	<u>Instructions</u>
		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.

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

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

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

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

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~~7. Baseline Class 100 Rates in Cents Per Hundred Pounds. To use the below table, follow this example: An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt). The TSP rates are published in Section E, Table D, of the tender as a~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2192 percentage of class e.g., 47 percent. This indicates that the TSP is offering to
 2193 move this shipment at a rate, which is 47 percent of the applicable baseline
 2194 rate. Using these shipment parameters, GFM automatically calculates the
 2195 charges as follows:

2196 $1308 \text{ cwt} \times .47 (\%) = 615 \text{ (614.76 rounded)} \times 26.39 \text{ (2,639 lbs./100)} = \162.30 1784
 2197 $(16229.85/100 \text{ rounded})$
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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+
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
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

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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+
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
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

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V. CARRIER PERFORMANCE AND EVALUATION PROGRAM (CPEP)

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A. GENERAL

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

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

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

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1. Non-selection (“N” code) incidents are used to document reasons why a TSP was not selected for a move and do not count against a TSP’s overall performance rating. However, if trends are detected, SDDC/USTRANSCOM may investigate to determine if a problem exists with the TSP or the shipping activity. “N” code incidents must have remarks entered by the reporter to explain and justify the reason for the non-selection (e.g., date and time TSP was contacted or attempted contact was made, name of TSP representative.). TSPs have the ability to view incidents and leave remarks. “N” codes with examples are as follows:

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- a. **N1—Excusable Refusal**—Occurs when the TSP declines a non-Automation of Transportation Request (ATR) shipment within one hour of offer, or if a TSP declines any FAK shipment that is to be picked up in less than 24 hours or any TPS shipment that has to be picked up in less than 48 hours. Also used for ATR shipments when shipping activities fail to contact a TSP for shipment award within one hour of offer closing. For shipping activities using the auto-award process in ATR, the system may not generate an automatic notification to TSPs indicating whether or not they were awarded the load. However, immediately after the offer’s closing, the screen in ATR will change status to “Awarded” for TSPs that have been automatically awarded the load. It is the TSPs responsibility to monitor their shipment offer status.

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- b. **N2—TSP Unreachable**—Example includes when the TSP fails to answer the phone (or the phone number or email is wrong or returned as undeliverable) for tendered, non-ATR shipments. Shippers will allow at least five rings when attempting to contact TSPs via phone.

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- c. **N3—Low Cost Not Used In Order To Use Carrier Onsite**—Example includes a TSP that just unloaded freight at an installation and is available to

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- 2254 take an outbound load. This is for loads departing origin within the next 24
2255 hours only; reporter must enter a valid explanation in the “Remarks” block
2256 when using this code.
- 2257 ~~**d. N4 – Traffic Distribution**~~ Example includes if a shipper had two or more
2258 loads going from the same origin to the same destination on the same day.
2259 The shipper distributes the two or more loads among two or more TSPs.
2260 Reporter must enter a valid explanation in the “Remarks” block when using
2261 this code. This code cannot be used with shipments requiring one-
2262 conveyance.
- 2263 ~~**e. N5 – Required Small Business Selection**~~ When small business
2264 selection is a requirement in a contract.
- 2265 ~~**f. N6 – Contract Requires Specific Requested Mode**~~ When a contract
2266 requires a specific mode/equipment.
- 2267 ~~**g. N7 – Lower Cost TSP Not Used Due To Past Performance: Loss/Damage**~~
2268 ~~When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of previous loss or~~
2269 ~~damage by a specific TSP.~~
- 2271 ~~**h. N8 – Lower Cost TSP Not Used Due To Past Performance: Transit**~~
2272 ~~**Time**~~ When a shipper has documented proof (via a TDR, CPM incident,
2273 or other acceptable documentation) of a TSP that either has exceeded
2274 standard transit times as stated in the DTR Chapter 202 Tables 202-2/202-
2275 3 (DoD Standard Transit Time Guide) or delivered after the RDD (NOTE: standard transit time is the default; if a shipper decides to put an RDD on
2276 a BL that exceeds standard transit time, the Standard Transit Time Guide
2277 overrules that).
- 2279 ~~**i. N9 – Lower Cost TSP Not Used Due To Past Performance: No-shows**~~ –
2280 When a shipper has documented proof (via a TDR, CPM incident, or other
2281 acceptable documentation) of previous no-shows by a specific TSP.
- 2282 ~~**j. NA – Lower Cost TSP Not Used Due To Past Performance: Mechanical**~~
2283 ~~**failures**~~ When a shipper has documented proof (via a TDR, CPM
2284 incident, or other acceptable documentation) of trends in mechanical
2285 breakdowns of the same vehicle/piece of equipment by a specific TSP.
- 2286 ~~**k. NC – Carrier Not Used Due To Multi-Equipment Requirement**~~ When
2287 the same TSP must haul a combination load and more than one BL with
2288 the same origin and destination is used. Examples include: AA&E or
2289 shipments requiring segregation provisions IAW the 49 CFR and/or DoD
2290 regulations, or other TPS shipments that would necessitate the
2291 combination of more than one type of equipment.
- 2292 ~~**l. ND – Low Cost Carrier Not Used Due To Mission**~~
2293 ~~**Requirements/Convenience Of The Government**~~ When a situation
2294 dictates a specific TSP must be selected for the shipment. Reporter must
2295 enter a valid explanation in the “Remarks” block when using this code.
2296 Contact SDDC/USTRANSCOM for further guidance.
- 2297 ~~**2. Service Failure (“F” code) incidents are used to document incidents where TSPs**~~
2298 ~~fail to meet service elements and standards, and may result in further carrier~~
2299 ~~performance action by shipping activities or SDDC/USTRANSCOM. All “F”~~
2300 ~~code incidents must~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~have valid remarks entered by the reporter to explain and justify the reason for the service failure. Remarks will paint a clear picture to shipping activities, TSPs and SDDC/USTRANSCOM of the nature of the incident, personnel involved, and specific actions that resulted in the CPM incident. Failure to justify a CPM service failure incident may render that incident unusable towards the identification of trends or follow-on actions taken against a TSP. TSPs have the ability to view incidents and leave remarks. “F” codes with examples are as follows:~~

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~~a. F1—Shipment Refusal~~

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

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~~ii. When a TSP accepts a shipment using the ATR process and then refuses the shipment when contacted within one hour of the ATR offer closing, the TSP will be issued a FK Commitment Withdrawal. If a TSP accepts a shipment using the ATR process and is subsequently automatically awarded the load by the system within an hour after that offer's closing (as indicated by the "Awarded" status in ATR), the TSP is expected to follow through with that acceptance when the shipping activity contacts the TSP to make arrangements. The shipping activity must contact the TSP within 4 hours of the spot bid or ATR automatic award to make arrangements. TSPs that fail to follow through with their acceptance when the shipping activity makes contact for final arrangements will be issued an FK Commitment Withdrawal.~~

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

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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

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

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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.

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~~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.

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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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2398 are not limited to, drivers or any TSP representatives that harass or use
2399 abusive language or lewd behavior towards or in the presence of DoD
2400 representatives. Any documented incident involving the use of
2401 intemperate, vulgar, or abusive language; drug or alcohol abuse; or
2402 engagement in offensive conduct may result in a TSP being placed in
2403 immediate non-use status or a recommendation to SDDC/USTRANSCOM
2404 for disqualification.

2405 **m. FD – Nonpayment of Just Debts** – Failure to pay just debts or complaints
2406 from subcontractors that the TSP failed to pay for services contracted or
2407 otherwise demonstrates lack of financial responsibility and may subject
2408 Government shipments to actual and/or potential delay, frustration,
2409 seizure or detention.

2410 **n. FE – Falsification of a Syncada Delivery** – Used when a TSP changes the
2411 status of a shipment to “delivered” in the TPPS prior to delivering the
2412 freight.

2413 **o. FF – Double Brokering** – When a TSP brokers freight to a carrier who then
2414 brokers the freight to another carrier. Double brokering is not authorized.
2415 Brokers awarded DoD freight are responsible to ensure that its underlying
2416 TSP(s) handle and deliver freight without the underlying TSP contracting
2417 the use of additional TSPs and brokers. General Commodity carriers are not
2418 allowed to act in the capacity of a broker. General Commodity TSPs
2419 awarded DoD freight are required to utilize organic assets/fleet to transport
2420 cargo. This policy prevents cargo loss and maximizes in transit visibility.
2421 Shippers at the origin shipping activity or within their AOR that have
2422 determined a broker has double brokered a shipment, may place a broker in
2423 immediate non-use for up to 90 days. Brokers that have failed to rectify
2424 their double brokering problem with the shipper may be placed in non-use
2425 for an additional 90 days.

2426 **p. FG – Drug/Alcohol/Firearm Abuse** – Examples include a driver that
2427 arrives intoxicated or under the influence of drugs. TSPs will be placed
2428 in immediate non-use for such incidents, and may not charge for vehicle
2429 furnished not used.

2430 **q. FH – Theft – TSP Responsible** – When a TSP is responsible for the theft of
2431 DoD cargo. A TDR must be issued IAW DTR Part II Chapter 210

2432 **r. FJ – Shortage – TSP Responsible** – When a TSP is responsible for the
2433 shortage of DoD cargo. A TDR must be issued IAW DTR Part II Chapter
2434 210.

2435 **s. FK – Commitment Withdrawal** – When a TSP responds to an ATR offer as
2436 able to accept the load, and then declines at time of award or prior to pick-
2437 up; or if the selected TSP is unreachable after a reasonable amount of
2438 attempts by the shipper. Shippers cannot charge a TSP with Commitment
2439 Withdrawal if they fail to contact/award the TSP within one hour of ATR
2440 offer closing, or if systems using the auto-award process fail to show the
2441 offer status as “Awarded” in ATR. Reporter must annotate the date and
2442 time ATR offer closed and the date and time they contacted the TSP to
2443 award the load in the Remarks block of the incident.

2444 **t. FL – Unauthorized Load/Broker Board Posting** – When a TSP posts
2445 shipment information to any type of load/broker board with payment

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2446 information prior to having been awarded that load by the shipper. Only
2447 TSPs with proper authority from DOT may post to load/broker boards;
2448 no TPS loads (to include 675 Signature & Tally service) may be posted.

2449 **u. FM – Shipment Refusal – Spot Bid** – When a TSP bids on a shipment via
2450 Spot Bid on the Web, then declines the shipment when the shipper calls to
2451 award the load. A TSP that submits a bid is assumed to be ready, willing,
2452 and able to perform the transportation as stated in the bid. Shippers cannot
2453 charge a TSP with Shipment Refusal – Spot Bid if they fail to contact the
2454 TSP within four hours of bid closing. The shipping activity must contact
2455 the TSP within four hours of the spot bid or ATR automatic award to make
2456 arrangements. Shipment refusal may result in immediate nonuse.

2457 **v. FN – Shipment Refusal – Negotiation** – When a TSP bids on a SDDC
2458 negotiated shipment, and then declines the shipment when the shipper calls
2459 to award the load. A TSP that submits a negotiation is assumed to be ready,
2460 willing, and able to perform the transportation as stated in the negotiation.
2461 Shippers cannot charge a TSP with Shipment Refusal – Negotiation if they
2462 fail to contact the TSP within 24 hours after receiving rates from the SDDC
2463 Negotiations team. Shipment refusal may result in immediate nonuse.

2464 **w. FP – Other Service Failure** – Other service failures not covered in the
2465 codes above or below. Contact SDDC G3 Carrier Performance at
2466 usarmy.scott.sdde.mbx.carrier-performance@army.mil.

2467 **x. FQ – Failure to pick up at origin on scheduled date** – When a TSP fails to
2468 report to origin at the agreed upon date as scheduled with the TO. This
2469 includes no-shows as well as pickups where the TSP is late without prior
2470 coordination. This code is used primarily for Contract specific shipments.

2471 **y. FR – Failure to pick up at origin on scheduled time** – When a TSP fails to
2472 report to origin at the agreed upon time as scheduled with the TO. This
2473 includes no-shows as well as pickups where the TSP is late without prior
2474 coordination. This code is used primarily for Contract specific shipments.

2475 **z. FS – Failure to deliver at destination on scheduled date** – When a TSP
2476 fails to report to destination at the agreed upon date as scheduled with the
2477 TO. This code is used primarily for Contract specific shipments.

2478 **aa. FT – Failure to deliver at destination on scheduled time** – When a TSP
2479 fails to report to destination at the agreed upon time as scheduled with the
2480 TO. This code is used primarily for Contract specific shipments.

2481 **3. HQ SDDC personnel enter “G” code incidents where TSPs fail to meet**
2482 **additional service elements and standards which may result in further**
2483 **carrier performance action. These codes are primarily used for TPS**
2484 **shipments that require SNS by the DTTS. Incidents using these codes may**
2485 **only be entered in CPM by HQ SDDC personnel. “G” codes with examples**
2486 **are as follows:**

2487 **a. G1 – Reserved for Future Use.**

2488 **b. G2 – Reserved for Future Use**

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~e. 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.~~

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~~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.~~

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~~e. G5 – DTTS Related Failure: Incorrect Messages – When TSP driver(s) fail to send correct SNS codes IAW the MFTURP 1, Item 111 (pg. 140).~~

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~~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).~~

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~~g. G7 – Reserved for Future Use.~~

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~~h. G8 – DTTS Related Failure: Other – Any DTTS-related service failure not covered in the codes above.~~

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~~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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~~j. GA – DTTS failure: Transit Time Exceeded~~

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~~k. GB – DTTS failure: Exceeded 2 Hour Stop (SRC I, II, PSS) or 4 Hour Stop (SRC III, IV) (exclude exceptions for weather or other force majeure conditions)~~

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~~l. GC – DTTS failure: Exceeded 100 Hour Rule (military secure holding facilities)~~

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~~m. GD – DTTS failure: Problem with dispatcher Call Back~~

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~~n. GG – DTTS failure: Unapproved Equipment Charge~~

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~~o. GT – Reserved for Future Updates~~

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~~p. GU – DTTS failure: Use of Unauthorized Facility/Location~~

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~~q. GV – DTTS failure: Failure to Report (Reportable) Incident to DTTS. Refer to CFR 49~~

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~~r. GX – DTTS failure: Parking with Explosives in Populated Area~~

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4. Standards used by TOs are outlined in the chart below:

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

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Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
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
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.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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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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7. USTRANSCOM will routinely monitor and evaluate commercial air TSP performance and will use a LOW, LOC, or non-use as necessary.

8. Evaluations will be based on a continuous four quarter cycle. TSPs will have the ability to appeal SDDC decisions and/or present their case during a Transportation Review Board (TRB) in situations where disqualification is considered. Note SDDC reserves the right to place TSPs in nonuse and/or disqualification outside the table for egregious one-time incidents. TSPs are encouraged to actively review their performance in CPM and remedy the cause of any failures. TSPs are also reminded to annotate their remarks of reported incidents in CPM as both shipper and TSP remarks are important as SDDC uses them to adjudicate disagreements.

9. TSPs should not contest service failures and associated shipper actions directly with SDDC without first attempting to resolve the alleged service failure/action with the responsible shipper. Shippers and TSPs should address issues with SDDC when parties cannot come to an agreement.

C. TSP NOTIFICATIONS

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1. Letter of Concern (LOC). A LOC may be issued by SDDC for TSP performance issue(s) or trends determined as not meeting minimum performance standards. A LOC gives the TSP an opportunity to take corrective action prior to SDDC/USTRANSCOM issuing an LOW or Non-Use action. A LOC may be issued based on the following incidents including, but not limited to: minor infractions; possible concerns raised by the DoD community; or downward trends in TSP’s performance (i.e., rising numbers of service failures throughout the DoD enterprise).

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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2588 ~~2. LOW. A LOW is issued by a TO or by SDDC/USTRANSCOM to a TSP for~~
2589 ~~unacceptable performance. A LOW serves as notice to a TSP that if violations~~
2590 ~~or performance problems continue, non-use action may follow. The LOW may~~
2591 ~~request the TSP provide additional information on the incident for review.~~
2592 ~~LOWs may precede a notice of non-use, but are not required for serious~~
2593 ~~infractions resulting in non-use action.~~

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3. ~~Letter of Non-Use. Non-use or disqualification action may be taken for specific~~
~~Incidents of unsatisfactory service or failure to perform, or a record or trend of~~
~~unsatisfactory service or failure to perform IAW the terms of negotiated~~
~~agreements, tariffs, tenders of service, or BLs, service agreements, governing~~
~~SDDC/USTRANSCOM rules publications, or other similar arrangements. With~~
~~the use of CPM/CPM Web Services, non-use action can be from specified~~
~~BLOCs or SPLCs and can be narrowed down to non-use for shipments~~
~~requiring specified Accessorial Services. A Letter of Non-Use will advise TSPs~~
~~of the period of non-use, the reinstatement date, and of appeal procedures. A~~
~~shipper may place a TSP in local non-use for up to 90 days for shipments~~
~~originating from their activity AOR followed by a 90-day probationary period.~~
~~While under probation, any additional service failures can result in additional~~
~~non-use action.~~

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4. ~~Disapproval from the Freight Carrier Registration Program (FCRP) may be taken~~
~~by SDDC against individuals and affiliates of a TSP(s) for conduct or action~~
~~which is inappropriate, unethical, or violates any provision of DOT or SDDC~~
~~regulations and policies. In severe cases, SDDC may conduct Transportation~~
~~Review Boards (TRBs) per guidance in SDDC Regulation 15-1, Procedure for~~
~~Disqualifying and Placing Transportation Service Providers (TSP) in Non-Use.~~
~~TRBs are used to determine if further non-use action or disqualification is~~
~~necessary. Disqualification is the act by HQ SDDC of excluding a TSP or TSP~~
~~employee from participating in DoD transportation programs. Only~~
~~SDDC/USTRANSCOM has disqualification authority. 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. Disqualification action may be taken independently by~~
~~SDDC/USTRANSCOM, or a TO may request SDDC/USTRANSCOM~~
~~disqualify a TSP, if a TSP or its representative commits a violation that is so~~
~~egregious that the TO believes it warrants a disqualification action. Refer to~~
~~SDDC Regulation 15-1 for further information.~~

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

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D. TSP APPEAL:

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

2. ~~If the appeal is denied, the TSP may appeal those decisions via e-mail or~~
~~United States Postal Service Registered Mail to the further appeal authority~~
~~which is determined by the level of the office that initiated the action—~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2634 either the installation CDR, USTRANSCOM or SDDC’s Chief, Domestic
2635 Carrier Management Branch. The appeal authority may be based on the
2636 severity of the TSP’s infraction.

2637 3. If the shipper selects the installation CDR as the further appeal authority and
2638 the installation CDR denies the appeal, the TSP may appeal those decisions to
2639 SDDC’s Carrier Performance Branch, except when the TSP is an air carrier,
2640 the appeal will reside with USTRANSCOM. SDDC and USTRANSCOM
2641 are the final appeal authorities. Appeals must be received via email or USPS-
2642 registered mail.

2643 4. It is the responsibility of each TSP to review their performance data in CPM.
2644 Comments from both the shipping activity and the TSP contribute greatly to the
2645 CPM data appeal adjudication process. TSPs are able to leave comments in the
2646 Remarks block of a CPM incident, and are encouraged to contact the
2647 reporter/shipper that wrote up the incident when disputing individual service
2648 failures. Shipping activities will respond to disputes from TSPs regarding
2649 specific CPM incidents within seven business days.

2650 5. SDDC/USTRANSCOM will review appeals only if the TSP has done their due
2651 diligence in resolving incident issues at the local level first. If appealing to
2652 SDDC, forward appeal to: [usarmy.scott.sdde.mbx.carrier-](mailto:usarmy.scott.sdde.mbx.carrier-performance@army.mil)
2653 performance@army.mil or SDDC, Chief, Special Requirements Branch, 1
2654 Soldier Way, Building 1900W Scott AFB, IL 62225-5006. For air TSP, submit
2655 appeals to email address transcom.scott.tej5j4.mbx.lc@mail.mil.

2656 6. Shipping activities or SDDC may resolve incidents in CPM if errors with
2657 incident recording have occurred or following a successful appeal from a
2658 TSP.

2659 **VI. TERMS AND CONDITIONS APPLICABLE TO ALL MODES**

2660 1. This part provides terms, conditions and services that are common to TSP of all
2661 modes of transportation.

2662 **A. ADVANCING CHARGES (045)**

2663 1. TSPs shall advance, for subsequent collection from the Government, the lawful
2664 charges incurred for pier, wharf, or stevedore service; for custom house and in-
2665 bond service; and for special bonds or tolls required by state or other
2666 governmental authority for transportation of a shipment, which because of its
2667 size, shape, weight, or hazard requires such bonds or tolls for movement over
2668 the streets or highways.

2669 2. TSP will identify charges listed above which require reimbursement on the BL
2670 or EDI transaction submitted via TPPS. The TSP will retain valid receipts and
2671 any other documentary evidence to support these claims for three (3) years.

2672 a. The charge for advancing monies shall be 045(1) \$_____per advance.

2673 **B. TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES**

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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C. ASSISTANCE BY GOVERNMENT PERSONNEL TO TRANSPORT SERVICE PROVIDERS

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1. For the purpose of promoting safety, expediting transportation, and delivering shipments of explosives and other dangerous articles, the military services may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of such Government-owned shipments being transported or stored by TSP.
2. Upon a TSP's request for assistance by government, government employees may be provided in unusual or emergency circumstances for the benefit of the TSP. However, the TSP may be held financially responsible for all actual costs and expenses incurred by DoD (including salaries and wages paid by DoD) that inure to the benefit of the TSP. DoD personnel act and perform in these instances as government employees in an advisory capacity to directly benefit the TSP. DoD personnel assigned to assist TSP will retain their status as employees of the United States Government and, as such, are entitled to all of the benefits afforded U.S. government employees as provided by law. In no event shall DoD recognize or submit to any action for property damage in connection with such assistance furnished by DoD employees, when actual labor supervision or other services are performed at the TSP's request. It is not the intention of this provision that DoD employees compete with private industry where services can be readily provided by the private sector.
3. 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. When a TSP requests DoD personnel provide assistance, the TO will prepare a self-addressed letter in the form of a request for DoD service that must be signed by an authorized representative of the TSP. The letter will state that the TSP acknowledges responsibility for performance of the services requested from DoD, and that performance of the services by DoD personnel does not relieve the TSP of liability. When assistance is provided under emergency conditions, where a delay might contribute to further hardships or possible disaster, the letter shall be prepared and signed after the service is performed.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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

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D. NON-APPLICABLE CHARGES/ TRANSPORTATION SERVICE PROVIDER LIABILITY

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

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

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

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

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E. TRANSPORTATION SERVICE PROVIDER CARGO LIABILITY (LIE)

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

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1. Freight All Kinds (FAK) — Except Crated Household Goods (HHG) or personal effects:

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a. For all FAK shipments as defined in Items 39, 41, 43, and 45 (see Appendix D [pg. 260] for further definition of FAK) weighing less than 15,000 pounds, TSP liability for lost and/or damaged cargo shall be limited to \$50,000 or the actual amount of the loss and/or damage to the article(s), whichever is less. TSP will provide increased liability coverage for LIE (1) \$ _____ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.

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b. For all FAK shipments weighing 15,000 pounds or more, TSP liability for lost and/or damaged cargo shall be limited to \$150,000 or the actual amount of the loss and/or damage to the cargo, whichever is less. TSP will provide increased liability coverage for LIE (2) \$ ____ for each \$100

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2759 increase in loss and/or damaged cargo liability over the maximum
2760 liability.

2761 e. For all FAK shipments containing crated HHG or personal effects commodity
2762 code 100251, as described in Appendix D, TSP liability for lost and/or
2763 damaged cargo is \$7,500 per shipment, or \$6.00 times the net weight of the
2764 household goods shipment or, the gross weight of the unaccompanied
2765 baggage shipment, not to exceed \$75,000, whichever is greater. Under the
2766 new FRV program, the TSP shall be liable for the full replacement value of
2767 HHG and personal effects transported as FAK.

2768 2. FAK shipments governed by this publication are subject only to the released
2769 liabilities stated above.

2770 3. Seventy-two (72) hours' notice shall be given to the TSP prior to expected
2771 pick-up date for shipments that require additional cargo liability insurance.

2772 **F. MODE SUBSTITUTION**

2773 1. Multi-modal service is transportation of a shipment by a mode (motor, rail, air,
2774 water) other than that used to pick up the shipment. This service is to be
2775 provided at the option of the TSP, with prior TO concurrence, when multi-
2776 modal service is necessary due to circumstances set forth in paragraph 2 below.
2777 However, in no event shall any TSP be permitted under this provision to utilize
2778 multi-modal service that will:

2779 a. Result in additional charges to the government;

2780 b. Be used to procure any person or company that does not have lawful
2781 operating authority for the mode selected, or.

2782 c. Operate to reduce or eliminate the level of liability of the TSP under the
2783 original terms and conditions of the BL.

2784 2. TSP shall be permitted to substitute trucks for other modes of shipment when
2785 situations such as severe weather, mechanical failure, or other causes exist that
2786 are beyond the shipper's or TSP's control. The TSP shall remain primarily
2787 liable for any loss or damage to the shipment. In no event may motor TSP,
2788 freight forwarders, rail TSP, or water TSP utilize multi-modal service in order
2789 to avoid application of the Carmack Amendment or the terms and conditions set
2790 forth on the BL, or to otherwise circumvent the legal requirement that all TSP
2791 have proper operating authority for the shipment or the leg of the shipment at
2792 issue.

2793 3. Multi-modal service may not be used for DoD shipments when:

2794 a. The shipment contains transportation protective services (TPS);

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2796 b. The "VIA" space on the BL has been annotated: "Multi-modal service not
2797 to be used."

2798 **G. STOP-OFF IN TRANSIT (SOC)**

2799 1. Stop-off in transit service (SOC) can consist of up to three stops between origin
2800 and destination. Stop-off service will apply only on shipments subject to
2801 truckload rates.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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2805 **2. Charges**

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a. Line haul:

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

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

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

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

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~~(4). Paragraph 2.a.i above.~~

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~~(5). Rate Qualifiers DL, PL or PV in Section D of the DoD tender.~~

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~~(6). Qualifier DL in Table B of Section E of the DoD tender and the applicable mileage from point of origin via the stop off point(s) exceeds the direct applicable mileage from origin to destination, all excess mileage shall be subject to an added charge of SOC(1) \$__per mile.~~

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~~b. Charges. The charge for stop off service shall be SOC(2) \$_____ for each stop, excluding the initial pickup and final delivery.~~

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~~c. For multiple deliveries on the same installation/facility, Split Delivery (SDL) charges apply. See Item 71 (pg. 119).~~

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H. RECONSIGNMENT OR DIVERSION (RCC)

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1. Reconsignment or Diversion service shall be provided by the TSP subject to the following:

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a. Reconsignment and Diversion are considered similar terms, and the use of either term will mean change in the place of delivery exceeding 25 miles of the original consignee/destination.

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b. Only entire shipments may be reconsigned.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~i. TSP will charge RCC (1) \$ _____ per shipment when changed from original consignee/ destination. TSP will also be entitled to the applicable published accessorial and line haul rates from origin to new destination via the interception point. Assessment of line haul minimum charges shall be based on actual total miles travelled from origin via intercept point to new destination.~~

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~~ii. Rates shall be negotiated when TSP do not have an applicable tender on file to or from the interception point.~~

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~~iii. Shipments not exceeding 25 miles are entitled to Relocation (RLS) Item 67 (pg. 118).~~

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~~2. Payment of all charges for Reconsignment/Diversion shall be the responsibility of the requestor.~~

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~~3. When a shipper or consignee refuses, rejects, or requests a shipment be returned to origin, return movement shall be subject to rate of original inbound movement or to the rate applicable for return movements, whichever is less. TSP will obtain a BL from the party requesting return. Charge for returned freight shall be applicable to return/refusal/rejected shipment rate of RCC (2) \$ _____. Returning a shipment to the point of origin will not be interpreted as a continuous movement.~~

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~~4. For tank truck, the TSP shall receive a minimum return charge subject to a minimum of half the amount (in gallons) that was transported.~~

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

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I. STORAGE (SRG)

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

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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

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~~(1). TSP's anticipated arrival at destination must be based on continuous movement of the shipment. Shipments that must stop in secure holding due to Federal and State regulations on driver duty day limitations are not authorized storage.~~

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~~(2). TSP must notify the consignee in writing of their anticipated arrival and/or request an appointment IAW the consignee's TFG.~~

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~~(3). TSP must be given later arrival instructions or appointments by the consignee.~~

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~~(4). TSPs are not authorized storage charges if consignee arrival instructions or alternate appointment is for the same day as the TSP's anticipated, or scheduled arrival.~~

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

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~~(1). TSPs who receive an alternate appointment for the same day as their original appointment will not be authorized storage charges.~~

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~~iv. Storage charges will begin at the end of the consignee's offloading hours on the date the TSP communicated anticipated arrival or their originally requested/scheduled appointment and will end at the beginning of the confirmed appointment or when actually offloaded, whichever is earlier.~~

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~~c. For DOD receiving locations requiring appointments:~~

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~~i. Freight that arrives to the consignee's location prior to a scheduled offloading appointment is considered stored. The freight must arrive within the consignee's published offloading hours to qualify for storage. Freight arriving after published offloading hours is considered still in transit.~~

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~~ii. Storage charges shall begin upon TSP's written notification to the consignee that the freight is locally available to immediately begin offloading and will remain in storage status until offloaded or the scheduled offloading appointment, whichever is earlier.~~

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~~iii. Storage charges are not allowed if freight arrives on the same day as the scheduled appointment.~~

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~~iv. Storage charges are not allowed if freight arrives after scheduled offloading appointment.~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~d. Attaching reports from integrated GPS/tracking systems in the conveyance to the written notification to the consignee is encouraged.~~

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~~e. Non-applicable charges, as referenced in this part, Paragraph D.~~

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~~f. In instances of “hostage freight,” TSP, and their subcontractors, shall be prohibited from exercising state warehousemen’s liens, or any other liens arising under state law, or from selling U.S. government property to satisfy accrued storage or other transportation charges. TSP shall at all times be responsible for the acts of their subcontractors, and will ensure that subcontractors are fully paid according to the terms of any subcontract for storage or transportation charges in order to eliminate “hostage freight” situations, and the unlawful exercise of a state lien on federal property by subcontractors. Hostage freight situations may also be reviewed by a TSP review board to administratively determine whether a TSP is financially responsible, where a TSP fails to pay justly owed sums to one of its subcontractors. SDDC shall also have the option to conduct TSP review boards to determine whether a TSP should be held liable for damages caused to the government in a “hostage freight” situation, and file any claims as required.~~

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2. Shipments in storage shall be subject to the following charges:

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~~a. Shipments weighing less than 10,000 pounds shall be subject to Storage charges of SRG (1) \$_____per day, prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.~~

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~~b. Shipments weighing 10,000 pounds or more shall be subject to Storage charges of SRG (2) \$_____per day, prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.~~

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~~c. 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.~~

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~~d. Subject to a minimum charge of SRG (4) \$_____per shipment.~~

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J. GOVERNMENT CARGO RECOVERY EFFORT PROGRAM FOR ASTRAY FREIGHT

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1. The GOCARE program provides DoD a method to recover lost and astray freight shipments contained in the TSPs warehouse and/or terminal. TSPs may not utilize salvage yards to store astray freight that is DoD-owned.

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2. TSPs are required to provide terminal information for all locations to SDDC annually. Terminal information should include; address, POC, telephone number and email address. TSPs may email the terminal information to SDDC at: usarmy.scott.sdde.mbx.go-carriers@army.mil.

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3. TSPs reporting DoD astray freight findings shall adhere to the following GOCARE procedures:

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2978 a. Freight with DoD identifying marks may be left with the TSP until
2979 forwarding instructions are received from the DoD GOCARE
2980 representative.
- 2981 b. Freight without DoD identifying marks or bearing conflicting marks that
2982 imply the freight may belong to DoD shall be opened by the TSP to ensure
2983 contents are DoD owned. The freight may be opened and inspected by a
2984 DoD GOCARE representative in the presence of an authorized TSP
2985 representative to determine the existence of any packing lists or other
2986 evidence of property identification. The freight will remain in the TSPs
2987 possession until the DoD GOCARE representative determines the freight
2988 belongs to DoD and provides the TSP forwarding instructions. Once
2989 forwarding instructions are received, the TSP will deliver the freight "Free
2990 Astray".
- 2991
- 2992 e. The TSP will contact the DoD GOCARE representative for the assigned
2993 geographical area within 48 hours (excluding weekends/holidays) to report
2994 astray freight findings. If the DoD GOCARE representative is unknown,
2995 contact the SDDC GOCARE representative at the telephone number
2996 referenced in Section A, Part VIII, Emergency Notification Information,
2997 Table 1, of this publication or email: [usarmy.scott.sdde.mbx.go-](mailto:usarmy.scott.sdde.mbx.go-carriers@army.mil)
2998 [carriers@army.mil](mailto:usarmy.scott.sdde.mbx.go-carriers@army.mil).
- 2999
- 3000 d. Information on GOCARE installation locations is available on SDDC's
3001 GOCARE public website at:
3002 <https://www.sdde.army.mil/G3/Pages/GOCARE.aspx>. The TSP can refer
3003 to the GOCARE tab contained in the installation's Transportation Facilities
3004 Guide record to obtain the name and telephone number of the DoD
3005 GOCARE representative.
- 3006
- 3007 e. Visits to a TSP facility by a DoD GOCARE representative will be
3008 coordinated and scheduled for a mutually convenient time. Only OS&D
3009 freight will be inspected in association with GOCARE visits.

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K. WEIGHT LIMITATIONS

- 3011 1. A TSP will inform the shipper of weight limitations and verify that the weight
3012 on any vehicle loaded by or on behalf of DoD does not exceed limitations
3013 imposed by any state or municipality.

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L. WEIGHT VERIFICATION

- 3015 1. When scales for weight verification are available and furnished by requesting
3016 shipper or consignee, no charges for Weight Verification shall apply.
- 3017 2. Upon request of shipper or consignee, when a TSP verifies weight of a
3018 shipment at scales not located at origin or destination, a flat fee charge of
3019 WTV(1) \$___per vehicle will apply.
- 3020 3. If not requested by shipper or consignee, the TSP shall have the option, at
3021 their convenience and expense, to reweigh the shipment any time prior to
3022 delivery. If the reweigh weight causes an increase or decrease to the total
3023 shipment cost of the original BL:

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 3024 a. The TSP shall be responsible for requesting a BL correction notice from the
3025 issuing officer, who will issue the corrected BL.
- 3026 b. The TSP will submit the reweigh ticket to the issuing officer within 3
3027 government business days of delivery notification. Submitting a copy of
3028 the reweigh ticket through the TPPS is acceptable. Back up for invoices
3029 transmitted via EDI will take longer than 3 government business days to
3030 transmit. Minimum required data on a reweigh ticket shall include the
3031 TSP's name, TSP's shipment identification number (sometimes referred to
3032 as a "Pro number"), BL number, date of reweigh, and the verified weight.
- 3033 e. Reweigh charges shall be void if a reweigh ticket is not provided or made
3034 available electronically to the issuing officer within 3 government business
3035 days of delivery.
- 3036 4. Upon overweight verification at DOT scales if shipment must be returned to
3037 origin for weight correction, TSP may submit charges for return mileage via an
3038 eBill through the currently authorized Third Party Payment System (TPPS).
- 3039 5. If a TSP is fined for being overweight at the first weigh station outside of the
3040 pickup location, the TSP may issue an eBill for an amount equal to the fine. It
3041 shall be the responsibility of the TSP to issue supporting documentation to the
3042 origin TO through the currently authorized TPPS prior to payment of the fine.
3043 It shall be the responsibility of the driver to ensure obvious discrepancies in
3044 weight are resolved prior to departure at origin. An eBill may be submitted for
3045 the fine only if the fine is due to an incorrect shipment weight on the original
3046 BL.
- 3047 6. If a TSP does not verify weight of the shipment, DoD will not be responsible
3048 for any fines or penalties associated with excess gross vehicle weights.
- 3049 7. Rail TSP will verify weight of any shipment upon request by shipper while
3050 shipment is still in the custody of TSP and scales are available. TSP may apply
3051 charge of WTV
3052 (1) \$ _____ per shipment, or per railcar.
- 3053 8. If railroad verifies weight, a TSP may only charge the difference between billed
3054 weight and actual weight if the actual weight exceeds the billed weight by
3055 greater than two percent.

M. FUEL SURCHARGE

- 3057 1. Section 884 of the 2009 National Defense Authorization Act requires any
3058 government paid fuel rate adjustment, also known as a fuel related surcharge
3059 (FS), arising from a DoD transportation contract and funded by government
3060 funds be paid, to the maximum extent practicable, to the cost bearer of the
3061 fuel. The cost bearer is the person who actually incurred the cost of providing
3062 the fuel used for the motor transportation.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~2. The use of the terms motor carrier, freight forwarder, and broker in this Item have the same definition as those provided in 49 U.S.C. 13102.~~

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~~3. Each TSP must provide all drivers, owner operators, motor TSPs, freight forwarders, or brokers notice that the cost bearer who transports cargo is entitled to any FS charge paid with government funds. The TSP must identify any shipment that is entitled to a federally funded FS payment.~~

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~~4. The TSP has the responsibility to ensure the FS payment goes to the cost bearer. The TSP shall insert a flow down clause requiring the pass-through of the FS payment to the cost bearer in all its transportation subcontracts and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. Include the flow down clause in all contract tiers. The clause will require paying the FS to the cost bearer within thirty (30) business days of the receipt of the FS payment. If there is more than one cost bearer, then the TSP pays each cost bearer his or her share of the FS payment based on the motor transportation miles provided by each cost bearer.~~

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~~5. The TSP must include and require a flow down clause in all its contracts, subcontracts, and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. The contracts, subcontracts and agreements must state the TSP has the sole responsibility and duty to ensure the FS payment goes to the cost bearer. All subcontractors and cost bearers must agree and acknowledge they have no privity of contract with the DoD or USG prior to accepting any shipments. The cost bearer must agree he or she has no right of legal recourse or legal standing to assert a claim against DoD or the USG for payment under 31 U.S.C. 3726. The clause will state all parties acknowledge that a BL listing a DoD agency, military service, other USG agency, or other authorized DTS user, as the shipper, consignee, or consignor on the BL makes the BL a non-negotiable BL. All parties agree they cannot delay delivery of cargo or demand the FS payment or any other payment as a precondition for timely delivery of a shipment.~~

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

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N. SHIPMENTS IN CONTINUOUS MOVEMENT

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

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O. SHIPMENT STATUS

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

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P. TRANSPORTATION SERVICE PROVIDER MOVEMENT OF DOD VEHICLES/FREIGHT

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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Q. NATIONAL DEFENSE AUTHORIZATION ACT (NDAA)
(PUBLIC LAW 115 232)

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- ~~1. This Section incorporates the requirements of the FY19 into the MFTURP. NDAA Section 889(a)(1)(A) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Nothing in the prohibition shall be construed to prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third party, such as backhaul, roaming, or interconnection arrangements; or cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles. FY19 NDAA Section 889(a)(1)(B) (Pub. L. 115 232) prohibits executive agencies on or after August 13, 2020 from entering into, or extending or renewing, a contract with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, regardless of whether that usage is in performance of work under a Federal contract. Nothing in the prohibition shall be construed to prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third party, such as backhaul, roaming, or interconnection arrangements; or cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles. This NDAA provision also applies to non-Federal Acquisitions Regulation transportation services.~~

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~~2. Definitions:~~

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- ~~a. Covered telecommunications equipment or services means:
 - ~~i. Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).~~
 - ~~ii. For the purpose of public safety, security of Government facilities, physical security. Surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).~~~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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3159 ~~iii. Telecommunications or video surveillance services provided by such~~
3160 ~~entities or using such equipment; or~~

3161 ~~iv. Telecommunications or video surveillance equipment or services~~
3162 ~~produced or provided by an entity that the Secretary of Defense, in~~
3163 ~~consultation with the Director of National Intelligence or the Director~~
3164 ~~of the Federal Bureau of Investigation, reasonably believes to be an~~
3165 ~~entity owned or controlled by, or otherwise connected to, the~~
3166 ~~government of the People’s Republic of China.~~

3167 **b. Critical technology means:**

3168 ~~i. Defense articles or defense services included on the United States~~
3169 ~~Munitions List set forth in the International Traffic in Arms~~
3170 ~~Regulations under subchapter M of chapter I of title 22, Code of~~
3171 ~~Federal Regulations.~~

3172 ~~ii. Items included on the Commerce Control List set forth in Supplement~~
3173 ~~No. 1 to part 774 of the Export Administration Regulations under~~
3174 ~~subchapter C of chapter VII of title 15, Code of Federal Regulations,~~
3175 ~~and controlled.~~

3176 ~~(1). Pursuant to multilateral regimes, including for reasons relating to~~
3177 ~~national security, chemical and biological weapons proliferation,~~
3178 ~~nuclear nonproliferation, or missile technology; or~~

3179 ~~(2). For reasons relating to regional stability or surreptitious listening.~~

3180 ~~iii. Specially designed and prepared nuclear equipment, parts and~~
3181 ~~components, materials, software, and technology covered by part 810 of~~
3182 ~~title 10, Code of Federal Regulations (relating to assistance to foreign~~
3183 ~~atomic energy activities).~~

3184 ~~iv. Nuclear facilities, equipment, and material covered by part 110 of~~
3185 ~~title 10, Code of Federal Regulations (relating to export and import~~
3186 ~~of nuclear equipment and material).~~

3187 ~~v. 121 of title 9 of such Code, or part 73 of title 42 of such Code; or~~

3188 ~~vi. Select agents and toxins covered by part 331 of title 7, Code of~~
3189 ~~Federal Regulations, part 121 of title 9 of such Code, or part 73 of~~
3190 ~~title 42 of such Code; or~~

3191 ~~vii. Emerging and foundational technologies controlled pursuant to section~~
3192 ~~1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).~~

3193 **e. Substantial or essential component means any component necessary for the**
3194 **proper function or performance of a piece of equipment, system, or**
3195 **service.**

3196 **d. Backhaul means: intermediate links between the core network, or backbone-**
3197 **network, and the small subnetworks at the edge of the network (e.g.,**
3198 **connecting cell phones/towers to the core telephone network). Backhaul can**
3199 **be wireless (e.g., microwave) or wired (e.g., fiber optic, coaxial cable,**
3200 **Ethernet).**

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 3201 ~~e. Interconnection arrangements means: arrangements governing the physical~~
3202 ~~connection of two or more networks to allow the use of another's network to~~
3203 ~~hand-off traffic where it is ultimately delivered (e.g., connection of a~~
3204 ~~customer of telephone provider A to a customer of telephone company B) or~~
3205 ~~sharing data and other information resources.~~
- 3206 ~~f. Roaming means: cellular communications services (e.g., voice, video, data)~~
3207 ~~received from a visited network when unable to connect to the facilities of~~
3208 ~~the home network either because signal coverage is too weak or because~~
3209 ~~traffic is too high.~~
- 3210 ~~g. Substantial or essential component means: any component necessary for the~~
3211 ~~proper function or performance of a piece of equipment, system, or service~~
- 3212 ~~h. A reasonable inquiry is an inquiry designed to uncover any information~~
3213 ~~in the entity's possession about the identity of the producer or provider~~
3214 ~~of covered telecommunications equipment or services used by the~~
3215 ~~entity. A reasonable inquiry need not include an internal or third-party~~
3216 ~~audit.~~
- 3217 ~~i. Possession about the identity of the producer or provider of covered~~
3218 ~~telecommunications equipment or services used by the entity. A~~
3219 ~~reasonable inquiry need not include an internal or third-party audit.~~

3220 ~~3. Prohibitions.~~

- 3221 ~~a. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization~~
3222 ~~Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an~~
3223 ~~executive agency on or after August 13, 2019, from procuring or obtaining,~~
3224 ~~or extending or renewing a contract to procure or obtain, any equipment,~~
3225 ~~system, or service that uses covered telecommunications equipment or~~
3226 ~~services as a substantial or essential component of any system, or as critical~~
3227 ~~technology as part of any system. The Contractor is prohibited from~~
3228 ~~providing to the Government any equipment, system, or service that uses~~
3229 ~~covered telecommunications equipment or services as a substantial or~~
3230 ~~essential component of any system, or as critical technology as part of any~~
3231 ~~system, unless an exception (below in subparagraph (c)) applies or the~~
3232 ~~covered telecommunication equipment or services are covered by a waiver~~
3233 ~~issued by the Secretary of Defense.~~
- 3234 ~~b. Section 889(a)(1)(B) of the John S. McCain National Defense~~
3235 ~~Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the~~
3236 ~~head of an executive agency on or after August 13, 2020, from entering~~
3237 ~~into a contract, or extending or renewing a contract, with an entity that~~
3238 ~~uses any equipment, system, or service that uses covered~~
3239 ~~telecommunications equipment or services as a substantial or essential~~
3240 ~~component of any system, or as critical technology as part of any system,~~
3241 ~~unless the covered telecommunications equipment or services are covered~~
3242 ~~by a waiver described in paragraph 6(c) of this subparagraph. This~~
3243 ~~prohibition applies to the use of covered telecommunications equipment~~
3244 ~~or services, regardless of whether that use is in performance of work~~
3245 ~~under a Federal contract. Nothing in the prohibition shall be construed to~~
3246 ~~(1) prohibit the head of an executive agency from procuring with an~~
3247 ~~entity to provide a service that connects to the facilities of a third party,~~
3248 ~~such as backhaul, roaming, or interconnection arrangements; or (2) cover~~
3249 ~~telecommunications equipment that cannot route or redirect user data~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

3250 traffic or cannot permit visibility into any user data or packets that such
3251 equipment transmits or otherwise handles.

3252 **4. Reporting Requirements.**

3253 **a.** ~~In the event the Contractor identifies covered telecommunications equipment~~
3254 ~~or services used as a substantial or essential component of any system, or as~~
3255 ~~critical technology as part of any system, during contract performance, or~~
3256 ~~the Contractor is notified of such by a subcontractor at any tier or by any~~
3257 ~~other source, the Contractor shall report the information in paragraph (4)(b)~~
3258 ~~(see below) to the Transportation Officer, Ordering Officer, or Contracting~~
3259 ~~Officer who procured the transportation services, to the SDDC G3 Freight~~
3260 ~~Carrier Management Program office (usarmy.scott.sdde.mbx.carrier~~
3261 ~~registrations@mail.mil), and to the Defense Industrial Base Cybersecurity~~
3262 ~~Information website (<https://dibnet.dod.mil>).~~

3263 **b.** ~~The Contractor shall report the following information pursuant to paragraph~~
3264 ~~IV(a) above:~~

3265 **i.** ~~Within one (1) business day from the date of such identification or~~
3266 ~~notification: the contract number; the order number(s), if applicable;~~
3267 ~~supplier name; supplier unique entity identifier (if known); supplier~~
3268 ~~Commercial and Government Entity (CAGE) code (if known); brand;~~
3269 ~~model number (original equipment manufacturer number, manufacturer~~
3270 ~~part number, or wholesaler number); item description; and any readily~~
3271 ~~available information about mitigation actions undertaken or~~
3272 ~~recommended.~~

3273 **ii.** ~~Within ten (10) business days of submitting the information in paragraph~~
3274 ~~IV(B)(1): any further available information about mitigation actions~~
3275 ~~undertaken or recommended. In addition, the Contractor shall describe~~
3276 ~~the efforts it undertook to prevent use or submission of covered~~
3277 ~~telecommunications equipment or services, and any additional efforts~~
3278 ~~that will be incorporated to prevent future use or submission of covered~~
3279 ~~telecommunications equipment or services.~~

3280 **5. Subcontracts.**

3281 **a.** ~~The Contractor shall insert the substance of paragraph IV (above) and this~~
3282 ~~subparagraph (V), in all subcontracts and other contractual instruments,~~
3283 ~~including subcontracts for the acquisition of commercial items.~~

3284 **6. TSP Representations.**

3285 **a.** ~~TSPs must provide representations to the Government regarding whether the~~
3286 ~~entity will provide covered telecommunications equipment or services to~~
3287 ~~the government, and (after conducting a reasonable inquiry) whether the~~
3288 ~~TSP uses covered telecommunications equipment or services. TSPs must~~
3289 ~~alert the Government if covered telecommunications equipment or services~~
3290 ~~are discovered during contract performance. Specifically, TSPs must certify~~
3291 ~~that:~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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~~i. It will provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this tender of service. The TSP shall provide the additional disclosure information required at paragraph 6(a) if the TSP responds “will” in this paragraph; and~~

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

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

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3314 **7. Exceptions.**

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

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3323 **8. Waivers.**

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

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

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

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

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

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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

performance period.

~~9. Processing Exceptions and Waivers.~~

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

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

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

~~(1). For covered equipment:~~

~~(a). The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the original equipment manufacturer (OEM) or a distributor, if known);~~

~~(b). A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and~~

~~(c). Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).~~

~~(1). For covered services:~~

~~a. If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or~~

~~(d). If not associated with maintenance, the Product Service Code (PSC) of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).~~

~~(e). If the TSP has responded “does” in the certification in paragraph VI (A)(2) above, the TSP shall provide the following information:~~

~~3. For covered equipment:~~

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a. ~~The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known) [note, the CAGE Code is a five-character ID number used extensively within the federal government, assigned by the Department of Defense's Defense Logistics Agency (DLA). The CAGE Code provides a standardized method of identifying a various entities. There is no cost to obtain a CAGE Code. CAGE Codes can be found online, at <https://cage.dla.mil/Home/>];~~

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(f). ~~A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and~~

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(g). ~~Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).~~

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(2). ~~For covered services:~~

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a. ~~If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or~~

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(h). ~~If not associated with maintenance, the PSC of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).~~

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(3). ~~The provision of a waiver does not alter or amend any other requirements of U.S. law, including protections for sensitive sources and methods. In particular, any waiver issued pursuant to these regulations is not authorization by the U.S. Government to export, re-export, or transfer (in-country) items subject to the Export Administration or International Traffic in Arms Regulations (15 CFR 730-774 and 22 CFR 120-130, respectively).~~

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R. EXECUTIVE ORDER 13950 – COMBATING RACE AND SEX STEREOTYPING

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1. ~~This Section incorporates the requirements of Executive Order 13950, Combating Race and Sex Stereotyping. EO 13950 became effective immediately when signed on September 22, 2020, but the requirements for federal contractors and subcontractors apply to contracts entered into 60 days after the date of the Executive Order, which is November 21, 2020.~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

3426 2. EO 13950 provides that, except in contracts exempted in the manner provided by
3427 section 204 of Executive Order 11246 of September 24, 1965 (Equal
3428 Employment Opportunity), as amended, all Government contracting agencies
3429 shall include in every Government contract entered into on or after November
3430 21, 2020, certain language to ensure compliance with the Executive Order.
3431 During performance of this contract (to include non FAR contracts), the
3432 contractor agrees as follows:

- 3433 a. The contractor shall not use any workplace training that inculcates in its
3434 employees any form of race or sex stereotyping or any form of race or sex
3435 scapegoating, including the concepts that (a) one race or sex is inherently
3436 superior to another race or sex; (b) an individual, by virtue of his or her race
3437 or sex, is inherently racist, sexist, or oppressive, whether consciously or
3438 unconsciously; (c) an individual should be discriminated against or receive
3439 adverse treatment solely or partly because of his or her race or sex; (d)
3440 members of one race or sex cannot and should not attempt to treat others
3441 without respect to race or sex; (e) an individual's moral character is
3442 necessarily determined by his or her race or sex;
3443 (f) an individual, by virtue of his or her race or sex, bears responsibility for
3444 actions committed in the past by other members of the same race or sex; (g)
3445 any individual should feel discomfort, guilt, anguish, or any other form of
3446 psychological distress on account of his or her race or sex; or (h)
3447 meritocracy or traits such as a hard work ethic are racist or sexist, or were
3448 created by a particular race to oppress another race. The term "race or sex
3449 stereotyping" means ascribing character traits, values, moral and ethical
3450 eodes, privileges, status, or beliefs to a race or sex, or to an individual
3451 because of his or her race or sex, and the term "race or sex scapegoating"
3452 means assigning fault, blame, or bias to a race or sex, or to members of a
3453 race or sex because of their race or sex.
- 3454 b. The contractor will send to each labor union or representative of workers
3455 with which the contractor has a collective bargaining agreement or other
3456 contract or understanding, a notice to be provided by the SDDC at
3457 <https://www.sdde.army.mil/dms/Pages/default.aspx> or
3458 <https://www.sdde.army.mil/ims/Pages/default.aspx>, advising the labor
3459 union or workers' representative of the contractor's commitments under
3460 EO 13950 and shall post copies of the notice in conspicuous places
3461 available to employees and applicants for employment.
- 3462 c. In the event of the contractor's noncompliance with the requirements of
3463 paragraphs (A), (B), and (D), or with any rules, regulations, or orders that
3464 may be promulgated in accordance with EO 13950, this contract may be
3465 canceled, terminated, or suspended in whole or in part and the contractor
3466 may be declared ineligible for further Government contracts in accordance
3467 with procedures authorized in Executive Order 11246, and such other
3468 sanctions may be imposed and remedies invoked as provided by any rules,
3469 regulations, or orders the Secretary of Labor has issued or adopted pursuant
3470 to Executive Order 11246, including subpart D of that order.

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

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

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~~VII. CLAIMS AND DISPUTES~~

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A. CLAIMS

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~~1. A TSP will address and respond to claims for loss and damage IAW regulations in 49 CFR, Part 1005.2, Filing of Claims; and, if applicable, 41 CFR, Parts 102-117 and 102-118.~~

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~~2. A TSP will process claims for overcharges/undercharges, shortages, damages, and any other transportation discrepancies through the issuing TO. Use of Transportation Discrepancy Reports (TDRs) via the Discrepancy Identification System (DIS) application in GFM must be processed IAW DTR Part II, Chapter 210, and Appendix I, and the DIS User Manual (available on the GFM home page). TSPs must monitor DIS regularly and reply to all TDRs that have been addressed to them within 30 calendar days.~~

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B. DISPUTE RESOLUTION

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

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~~a. General ———— freight/military~~

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~~vehicles/AA&E: HQ, SDDC
ATTN: G3, Domestic Movement
Support 1 Soldier Way, Building
1900W
Scott AFB, IL 62225
usarmy.scott.sdde.mbx.cost-questions@army.mil~~

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~~b. DPM HHG Shipments:~~

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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USTRANSCOM
ATTN: TCJ9 Personal
Property 508 Scott Drive,
Building 1900W Scott AFB,
IL 62225
transcom.scott.tej5j4.mbx.ppty@mail.mil

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~~e. Air TSPs:~~

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USTRANSCOM
ATTN: Commercial Services
Branch 508 Scott Drive, Bldg
1900E
Scott AFB, IL 62225
transcom.scott.tej5j4.mbx.lc@mail.mil

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~~d. BULK FUEL COMMODITIES:~~

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Defense Logistics Agency Energy
ATTN: Defense Logistics Agency Energy
FENB 8725 John J. Kingman Road, Suite 2946
Fort Belvoir, VA 22060-6222

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~~2. TSP has 36 months from date of delivery to initiate possible claim or dispute.~~

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~~3. SDDC can assist in providing the government's position on the dispute and offer a written decision to TO and TSP.~~

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~~4. When DOD and TSP records conflict, DOD records take precedence.~~

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~~5. Defense Logistics Agency Energy can respond in writing to this appeal and forward its decision with supporting documents within 60 days.~~

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~~6. TSP can appeal SDDC's/USTRANSCOM's/DLA's position to General~~

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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

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~~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:~~

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Defense Energy Support Center (Defense Logistics Agency
Energy) ATTN: Defense Logistics Agency Energy FENB
8725 John J. Kingman Road, Suite 2946

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Fort Belvoir, VA 22060-6222

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2. Defense Logistics Agency Energy can respond in writing to this appeal and forward its decision with supporting documents within 60 days.

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3. TSP can appeal SDDC's/USTRANSCOM's/DLA's position to General

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Services: Transportation Audits Division

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U.S. General Services

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Administration Attn: Accounts

3572

Section

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1800 F Street NW

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3rd Floor, Mail Hub 3400

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Washington, DC 20405

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Protests@gsa.gov

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IX. EMERGENCY NOTIFICATION INFORMATION

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

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Table 1—Contact Information:

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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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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Issue	Point of Contact	Telephone
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
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:

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Table 2 – Bulk Fuel Contact Information

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

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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

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I. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER INFORMATION

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1. This part describes general requirements for a motor TSP transporting DoD freight. In order to transport Department of Defense (DoD) freight, carriers must comply with the requirements of the Freight Carrier Registration Program (FCRP) as well as the requirements and safety and security standards contained in the Defense Transportation Regulation (DTR), Part II, Cargo Movement; the Department of Transportation Title 49, Code of Federal Regulations (DOT 49 CFR); and this Publication; as well as the U.S. Department of Transportation Federal Motor Carrier Safety Administration (FMCSA); including the Safety and Fitness Electronic Records (SAFER) System; the National Motor Freight Traffic Association, Inc. (NMFTA); and U.S. Bank Syncada (aka Power Track).

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2. For rates based on distance, TSP charges are based on the applicable mileage calculated by DTOD's short-line miles, unless otherwise indicated in this publication. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1 (pg. 92).

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ITEM 1 - TRANSPORTATION SERVICE PROVIDER SECURITY CLEARANCE REQUIREMENTS

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

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ITEM 3 - TRAILER SECURITY REQUIREMENT

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1. In accordance with DoD 5100.76M, TSP-provided trailer door hinges and hasps used to haul AA&E shall be installed to preclude removal when doors are closed and locked. Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting. Customs-Trade Partnership Against Terrorism (C-TPAT) rear doors are acceptable without track welding or riveting the hinges.

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2. Door Hinges: For each door hinge, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut. The use of cotter pin-type fasteners for hinge pins is not acceptable as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. This requirement applies to each hinge pin.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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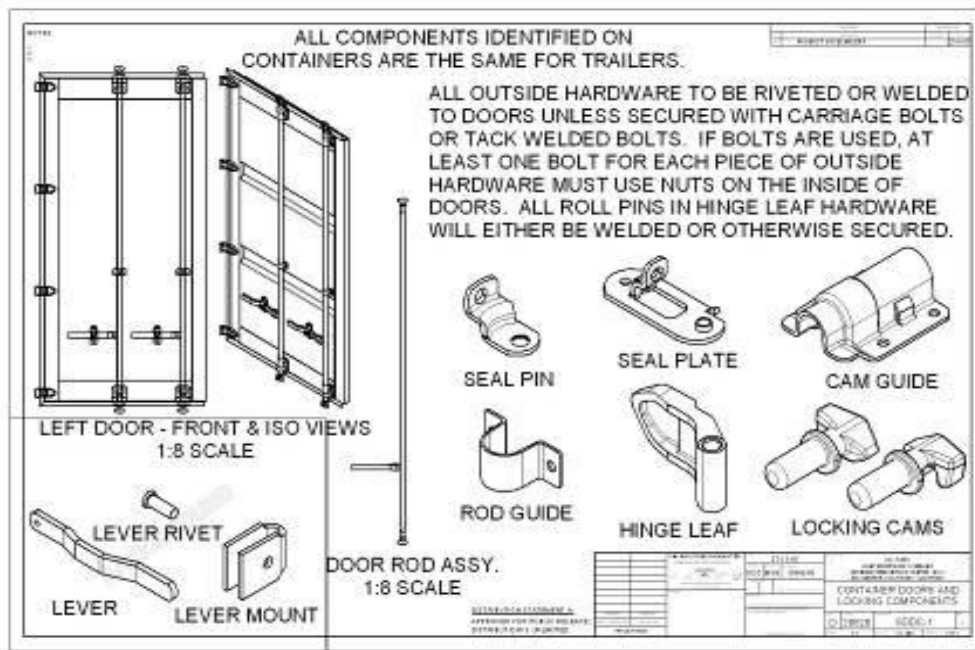
3. Door Locking Hardware: On each door lever handle, seal plate, pin, and the bottom cam guide to the lock shaft, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut.

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

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



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

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

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3794

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

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

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c. Exceptions to standard transit times:

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

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

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iii. RDD on the BL is less than the standard transit time (Expedited Service,
Item 35 [pg. 111], in this section, will apply).

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

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v. Shipments under FAR-based contracts.

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SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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

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Figure 5.1 DoD Standard Transit Time Guide – Standard Commodity Shipments

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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

3821

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

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

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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

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

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ITEM 7 - DRIVER IDENTIFICATION/QUALIFICATION REQUIREMENTS

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SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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- 3844 1. All drivers transporting DoD shipments on behalf of a TSP will have in their
3845 physical possession positive identification that verifies their affiliation with the
3846 TSP named on the BL.
- 3847 2. Drivers who transport any DoD freight will have in their physical possession a
3848 valid commercial driver’s license, employee record card or a similar document
3849 that contains the driver’s photograph and complies with DOT regulations. All
3850 documents shall be in English and tamper proof. TSPs are responsible for
3851 ensuring that any driver who transports DoD freight on their behalf is legally
3852 qualified, and possesses all necessary documentation. Drivers should follow
3853 Federal and State medical requirements.
- 3854 3. Rules contained in the National Industrial Security Program Operating Manual
3855 DoD 5220.22-C, Section III will apply to TSP cleared to handle SECRET
3856 shipments. For more information, see Washington Headquarters Services
3857 Executive Services Directorate at:
3858 <http://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf>.
- 3859 4. TSP will ensure that only qualified and licensed drivers transporting FAK,
3860 AA&E, and HAZMAT operate a commercial motor vehicle. Any driver
3861 engaged in transporting DoD freight shall comply with all legal requirements,
3862 including federal statutes and regulations and DOT/State and Federal
3863 regulations. TSP will ensure drivers transporting AA&E comply with Title 18,
3864 USC, Part I, Chapter 44, Section 922.
- 3865 5. TSP will not allow any driver in its employ to move DoD vehicles (e.g.,
3866 HMMVs, trucks, etc.) unless individual has been properly trained and certified
3867 by DoD to drive the vehicle.

3868

ITEM 9 - DRIVER INSTRUCTIONS

- 3869 1. A TSP will ensure drivers of commercial vehicles transporting explosives or
3870 other dangerous articles for military departments over public roads comply
3871 with instructions contained in 49 CFR, Part 397, Parking and Driving
3872 Rules.

3873

ITEM 11 - INSPECTION OF VEHICLES

- 3874 1. TSPs will permit shipper/consignee to inspect vehicle prior to loading/unloading
3875 of DoD freight and annotate deficiencies on DD Form 626-Motor Vehicle
3876 Inspection. TSP must correct any deficiencies found at the time of inspection
3877 and take all steps considered necessary to safely transport the shipment.
3878 Vehicles determined to have deficiencies that are not corrected at the time of
3879 inspection will not be loaded. By signing the DD Form 626, the driver is
3880 certifying vehicle maintenance is not required nor scheduled prior to shipment
3881 delivery.
- 3882 2. For shipments of AA&E, consignor will inspect the motor conveyance
3883 according to DD Form 626, Motor Vehicle Inspection (Transporting
3884 Hazardous Materials) in accordance with 49 CFR.

3885

ITEM 13 - SEALING OF VEHICLES

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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3889 1. Item 31 (pg. 110), Exclusive Use of Trailer or Dromedary (EXC) shall apply
3890 to all shipments that prohibit loading of additional cargo.

3891 2. Either conveyances sealed by shipper or TSP will not be interpreted as
3892 requiring Exclusive Use. When exclusive use or TPS is not ordered, seals
3893 applied by the shipper may be removed by the TSP and/or subsequent
3894 shippers, however in each instance new seal numbers must be annotated on
3895 the BL.

3896 3. The TO/TSP may remove the shipper seal in an emergency or at stop-off points
3897 if authorized by the TO. The origin TO will provide the carrier additional seals
3898 when needed to replace broken seals at identified stop-off locations.
3899 Replacement of the seal shall be a DoD-approved seal and resealed by the
3900 individual removing the seal if authorized by the TO. The origin TO will
3901 provide the carrier additional seals for any stop-off deliveries and in the event
3902 of emergencies when the seal must be broken. If the seals are removed, the
3903 carriers will notify the consignor and consignee and annotate the BL with new
3904 seal numbers. Place seals on carrier equipment when exclusive use or
3905 protective service is required and annotate the seal numbers on the BL. When
3906 the seal is replaced, the TSP is required to use a DoD-approved seal and must
3907 annotate the new seal number on the BL. When required by authorized
3908 Customs and Border Patrol or the Department of Transportation or if there is
3909 an immediate cause for safety or security of the shipment, the seal may be
3910 broken under the direction of a TSP or Government official that has the
3911 equivalent security clearance as required on the BL. (see DTR Chapter 205,
3912 H.2 for more information).

3913 4. TSPs will ensure vehicles utilized as AA&E conveyances are sealed with a
3914 serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the
3915 shipper. That bolt seal shall meet the requirements of Federal Specification FF-
3916 S-2738, tested and approved by the DoD Lock Program. In addition, the 5/16-
3917 inch (NSN: 5340-01-542-7347) and the 3/8-inch (NSN: 5340-01-542-7359)
3918 World Bolt Container Seals, manufactured by Tyden Brammall have been
3919 tested and approved for use on conveyances used for shipping AA&E, or other
3920 manufacturer who is approved.

3921 5. TSPs authorized to provide TPS must equip each vehicle used to transport AA&E
3922 with at least one extra approved serialized bolt seal. In the event of an
3923 emergency or inspection, the TSP must comply with the request of the on-scene
3924 commander or law enforcement agent to break the seal on the conveyance. In
3925 such instances, the TSP must provide an unusual delay message (“U” message)
3926 to DTTS with the name, agency, and badge number, if applicable, of the
3927 enforcement agent completing the seal breakage and inspection. Upon
3928 completion the load shall be resealed with a serialized bolt seal, and DTTS
3929 shall be notified of the new seal numbers, and the information shall be
3930 annotated on the BOL.

3931 **ITEM 15 - TRANSPORTING ANIMALS/PETS AND PASSENGERS**

3932 1. Pets. TSPs transporting DoD freight will inform vehicle inspectors or military
3933 police of the presence of animals/pets in vehicle cab when entering a DoD
3934 installation. Animals/pets shall be leashed, secured or caged prior to arrival at

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

3935 the installation as well as at vehicle inspection and animal/pets must meet all
3936 installation requirements, including up-to-date vaccinations.

3937

3938 2. Passengers. Passengers not in compliance with TSP Security Clearance
3939 Requirements, Item 1 (pg. 97), in this part are not allowed in the vehicle cab
3940 while transporting DoD sensitive conventional AA&E or classified (SECRET or
3941 Confidential) shipments. For other types of shipments, passengers must meet all
3942 installation requirements for entry.

3943 3. For security reasons, and when in agreement with TSP, a DoD employee
3944 may be allowed to ride in the cab of the vehicle.

3945 **II. GENERAL MOTOR TRANSPORTATION**
3946 **SERVICE PROVIDER RULES**

3947 1. This part addresses the general rule requirements for a Motor TSP when
3948 providing rates for services offered when handling, storing, or transporting
3949 any type of DoD freight. Rules contained in this part are mandatory in order
3950 for TSP to remain qualified as an SDDC approved TSP.

3951 **ITEM 17 - CAPACITY LOADS**

3952 1. Shipments are considered capacity loads (also known as “loaded to full
3953 capacity”, “loaded to capacity”) when it occupies the full visible capacity of a
3954 vehicle (as more fully defined in paragraph 2 below). Shipments are to be
3955 considered as capacity loads if:

- 3956 a. It occupies 90 percent of the cargo carrying capacity, as defined by either
3957 volume or weight.
- 3958 b. Due to the unusual shape or dimensions of the cargo, or because the
3959 characteristics of the freight necessitates segregation or separation from
3960 other freight. The vehicle is filled so that no additional cargo can be loaded.
- 3961 c. It fills a vehicle so that no additional cargo can be loaded.

3962 2. For the purposes of this item, a “vehicle” is defined as:

- 3963 a. A van trailer of not less than 40-feet in length and not less than 2,700
3964 cubic feet capacity:
- 3965 b. An open top trailer of not less than 40-feet in length, or:
- 3966 c. A flatbed, stepdeck, lowboy, or removeable gooseneck trailer of not less
3967 than 40 feet in length.

3968 3. TSP are prohibited from billing a shipment as a capacity load if the equipment
3969 requested by the shipper, or provided by TSP, fails to meet the definitions
3970 shown in paragraph 2 above. In no event shall more than one vehicle per
3971 shipment be loaded to less than full capacity. Any vehicle loaded to less than
3972 full capacity shall be assessed charges as if it were a separate shipment.

3973 4. Charges for each vehicle loaded to full capacity shall be based on either the
3974 truckload charge, when Rate Qualifiers PL, PM, or PV (see Completing a SDDC
3975 364-R Tender, Section A, in this publication for definitions of rate qualifiers)
3976 are used, or the highest

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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3980 truckload minimum weight and accompanying truckload rate applicable to
3981 the equipment ordered and loaded. Line haul charges will not be calculated
3982 using a minimum weight greater than 45,000 pounds. Shipments rated
3983 using line haul charges based upon Rate Qualifier PQ shall be calculated
3984 using the greater of the actual weight or 40,000 pounds minimum weight.

3985 5. This rule does not apply to charges based on the following rate qualifiers: DH,
3986 DL, DZ, PJ, PG, ST, and PY (see completing a SDDC 364-R Tender, Section
3987 A, in this publication for definitions of rate qualifiers). Additionally, this rule
3988 does not apply to the following equipment types: AO1 – AO8 (assorted
3989 straight trucks), AD (Dromedary Box without mechanical restraining devices),
3990 AD6 (Dromedary Box with mechanical restraining devices), A10 (410
3991 Dromedary Box without mechanical restraining devices), A16 (410 Dromedary
3992 Box with mechanical restraining devices), or A20 (Motor Vehicle Transport
3993 Trailer). In the event that additional dromedary rate qualifiers and/or dromedary
3994 equipment codes are developed, this rule shall not apply to them as well.

3995 6. This rule shall not apply to charges based on the following equipment types:
3996 AA1, AF1, AY1, AY2, AV1, AG4 and AZ1. If shipper inadvertently tenders
3997 a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on
3998 the above listed equipment, a TSP is entitled to bill a shipper using a
3999 minimum weight of 20,000 pounds or the actual weight whichever is
4000 greater. In no circumstances may a TSP substitute a vehicle that is smaller
4001 than what is requested by the shipper.

4002 7. It is the responsibility of TSP (where practicable) to ensure the safe and
4003 efficient loading of freight (e.g. stacking items when appropriate, etc.) on
4004 the vehicle.

4005 8. Capacity load will not restrict TSP from adding additional freight to
4006 equipment and will not be interpreted as a request for exclusive use of the
4007 trailer or dromedary.

4008 **ITEM 19 - CHAINS AND BINDERS (CHN)**

4009 1. For shipments moving on flatbed and specialized types of equipment, tendered
4010 rates include TSP providing a 10-chain and binder set or 8-nylon strap set to
4011 protect and secure the cargo.

4012 2. TSP shall provide chain and binder sets and/or nylon straps with fasteners as
4013 standard equipment on all vehicles. Charge of CHN(1) \$ is authorized for each
4014 additional chain-and-binder set or nylon strap with fastener furnished above
4015 minimum requirements. TSP will ensure BL is annotated with additional
4016 number of chain-and- binder sets and/or nylon straps with fasteners.

4017 3. For all shipments, TSP shall ensure that all cargo is properly fastened and
4018 secured in accordance with industry standards and DOT safety regulations.

4019 **ITEM 21 - DETENTION: VEHICLES WITH POWER UNITS (DEP)**

4020 1. Vehicles equipped with power units that are delayed or detained by shipper or
4021 consignee for loading or unloading at shipper, consignee, or other customer
4022 approved location shall be allowed free time for loading/unloading depending

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES
on the classifications of the shipments set forth as follows (see Definitions,
Appendix D [pg. 260] for more on Detention):

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	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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- 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 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.

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- 4052 3. Computation of time in paragraph 1 shall be made within normal operating hours
4053 at the place of pickup or delivery. If both the TSP or its representative and the
4054 receiving government personnel are permitted to work beyond normal operating
4055 hours, that working time will also be included.
- 4056 4. A shipment shall be considered “fully palletized” when at least 90 percent of
4057 shipment weight (not including pallet weight) is loaded on pallets.
- 4058 5. If loading or unloading extends beyond the allowable free time, then the
4059 TSP can assess a detention charge based on a charge of DEP(1)\$___ for
4060 each sixty (60) minutes of delay that occurs during normal operating hours,
4061 which is known as detention time. If the delay is less than sixty (60)
4062 minutes or exceeds sixty (60) minutes, then the charge is prorated based on
4063 the actual minutes of detention time incurred.
- 4064 6. Detention time starts when a vehicle is delayed by the shipper, consignor,
4065 destination or consignee beyond the allowable free time and ends when the
4066 vehicle is released by the shipper, consignor or consignee to either by notifying
4067 the driver or the TSP representative that the vehicle is ready for pickup.
- 4068 7. Detention time only includes the time the vehicle is delayed during normal
4069 shipping and receiving hours. If the vehicle is delayed beyond the shipper's,
4070 consignee's or consignor's normal shipping or receiving hours, then the only
4071 delay time included in the detention time is the time occurring during normal
4072 shipping and receiving hours. Refer to Storage Item Section A, paragraph VI,
4073 I (pg. 76).
- 4074 8. DEP charges will apply when the shipper or consignee:
- 4075 a. Requires that the tractor be disconnected from the trailer during
4076 loading or unloading and parked elsewhere on the shipper’s or
4077 consignee’s premises.
- 4078 b. Directs the trailer be left overnight except when loading/unloading
4079 is not completed as in paragraph 3.
- 4080 9. In circumstances where at least 90 percent of non-palletized material can be
4081 handled by pallet jack, fork lift, or other type of material handling equipment
4082 (MHE), then the calculation for free time allowed shall be one-half of the free
4083 time allowed for shipments not palletized. Fully palletized shipments weighing
4084 less than 20,000 pounds shall be allowed one-half the free time in 1(f), 1(g) or
4085 1(h).
- 4086 10. Supporting documentation submitted by the TSP shall at a minimum include
4087 evidence of the times the vehicle arrived, loading/unloading began,
4088 loading/unloading ended, and vehicle departure. TSP will retain documentation
4089 on file for one year after the time limit for submitting the invoice.

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- 4093 11. TSP will allow the free time period of 2 hours to load and 2 hours to unload
4094 bulk fuel shipments.

4095 **ITEM 23 - DETENTION: VEHICLES WITHOUT POWER**
4096 **UNITS (DET)**

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1. Subject to the availability of equipment and TSP’s approval, TSPs may spot vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises designated by them.

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2. When such trailers are delayed or detained for reasons attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded shall be allowed 24 hours of Free Time, as follows:

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- 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.

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- b. When any portion of the free time extends into a Saturday, Sunday, or holiday, the computation of free time will resume at 12:01 a.m. on the next day which is not a Saturday, Sunday, or holiday.

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- c. Free time shall not begin on a Saturday, Sunday, or holiday, but at 8:00 a.m. on the next day which is not a Saturday, Sunday, or holiday.

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3. When a trailer is both unloaded and reloaded, each transaction shall be treated independently of the other. Free time for loading shall not begin until free time for unloading has elapsed.

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4. DET will end when consignor or consignee notifies TSP by telephone that loading or unloading has been completed and that the trailer is available for pickup. Such notification shall constitute release of TSP's equipment; TSP shall then connect and pull the equipment in a timely manner.

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5. DET will not apply if loading/unloading and TSP's being notified of same has not extended beyond the free time. TSP's credits earned on equipment held cannot be used by the TSP to offset debits chargeable on equipment waiting to be moved.

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6. Charges for detention of vehicles without power units shall be:

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a. For each of the first and second 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge shall be DET(1) \$___per 24-hour day of fraction thereof.

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b. For each of the third and fourth 24-hour periods, or fraction thereof, that vehicle is detained beyond the allowable free time, the charge shall be DET(2) \$___ per 24-hour day or fraction thereof.

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c. For the fifth and each succeeding 24-hour period, or fraction thereof, that vehicle is detained beyond allowable free time, the charge shall be DET(3) \$___per 24- hour day or fraction thereof.

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7. Certain Government installations have specific agreements for storing and relocating TSP equipment for loading and unloading and/or detention charges.

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ITEM 25 - DROMEDARY BOXES

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1. When transporting DoD freight in a regular dromedary box or 410 dromedary container, the box/container shall be:

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a. Securely fastened to the chassis of a truck, tractor or flatbed trailer,

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b. Demountable and capable of being handled with a forklift truck, and;

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c. Protected by a plymetal shield and equipped with doors that can be locked and sealed.

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2. Exclusive use of Trailer or Dromedary, Item 31 (pg. 110), shall be required for any shipments of:
 - a. Any White Phosphorous
 - b. Any Initiating or priming explosives, wet to include:
 - i. Diazodinitrophenol
 - ii. Mercury fulminate
 - iii. Guanyl
 - iv. Nitrosaminoguanilydene hydrazine
 - v. Lead azide
 - vi. Lead styphnate
 - vii. Nitromannite
 - viii. Nitrosoguanidine
 - ix. Pentaerythrite tetranitrate
 - x. Tetrazene
 - xi. Lead mononitroresorcinate

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

ITEM 27- EMPTY MOVEMENT OF EQUIPMENT (EMT)

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

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

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

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

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1. When requested by shipper, a TSP will dedicate the entire motor vehicle or separate cargo-carrying transport vehicle exclusively for that shipment, without breaking seals or locks and without the transfer of any cargo for a TSP’s convenience. Therefore, once EXC is required a TSP shall be prohibited from loading any additional cargo. However, application of this Rule shall not preclude the transfer of a dromedary box from one conveyance to another (see Item 97 [pg. 126], Trans loading Transportation Protective Service [TPS] Shipments). EXC can include a trailer, a dromedary attached to the power unit (tractor) or a single dromedary on a trailer (which can include several other dromedaries). The terms “transport vehicle” and “motor vehicle” shall be defined in accordance with 49 CFR, Part 171.8.
2. A TSP will verify and ensure that the BL is annotated in writing as follows:
“Exclusive Use of Trailer or Dromedary requested by the Shipper. Do not break seals except in case of emergency or upon prior written approval of the shipper or consignee. If the seal is found broken, or if the seal is broken for emergency/security/inspection reasons, TSP to apply seals as soon as possible and immediately notify both the shipper and the consignee.”
3. EXC is not a request for Expedited Service (see Item 35 [pg. 111] in this section). Annotation of a RDD shall not constitute a request by the shipper for Exclusive Use.
4. If a seal or lock is removed by a TSP, the TSP will relock or reseal trailer or dromedary, annotate that fact on the BL and include the reason for removal of the original lock or seal. In no event shall additional freight be added to the trailer or dromedary at that time, except upon express authorization of consignee or shipper.
5. When a shipment is not in EXC, the seal(s) applied to trailers or dromedaries may be removed for the purpose of adding additional freight, however the BL must be annotated with the new seal number(s).
6. Dromedary shipments requiring EXC will not be partitioned under any circumstances.
7. Line-haul charges for shipments in vehicles requiring Exclusive Use service shall be invoiced as a truckload, subject to truckload rates, minimum weights and/or minimum charges. Dromedary line-haul charges for shipments requiring Exclusive Use service shall be paid at the highest minimum weight for the

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4247 equipment.

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4249 8. Charge for Exclusive Use service shall be EXC (1) \$_____per mile per
4250 trailer or dromedary.

4251 9. See Item 33 below for exceptions to EXC.

4252 **ITEM 33 - EXCEPTIONS TO EXCLUSIVE USE SERVICE**

4253 1. Charges for Exclusive Use Service (EXC) will not be assessed under the
4254 following conditions:

4255 a. When a vehicle is loaded to full visible capacity, per Item 17, Capacity
4256 Loads (pg. 103).

4257 b. When line haul charge is based on a published rate in TSP tender for
4258 minimum weight of 45,000 pounds or the actual weight is 45,000
4259 pounds or greater.

4260 c. When tender rates are based on Rate Qualifiers DL, PG, PJ, PV, PY, or ST.

4261 **ITEM 35 - EXPEDITED SERVICE (EXP)**

4262 1. EXP is an accessorial service shippers can request a TSP to guarantee delivery
4263 before the required Standard Transit Time (DTR, Chapter 202 and Item 5,
4264 DoD Standard Transit Times in this section), within legal parameters, such as
4265 speed, Hours of Service, etc. For Expedited Service, TSPs are permitted to
4266 pick up additional cargo along the route, unlike EXC.

4267 2. When the Required Delivery Date (RDD) is less than DOD standard transit time,
4268 EXP is required to be annotated on BL. If not specifically annotated on the BL,
4269 the TSP is authorized to invoice for EXP. Shipments must be delivered by the
4270 RDD for EXP to apply.

4271 3. When the RDD is set in accordance with DOD standard transit time, EXP will
4272 not be authorized for early delivery of shipments.

4273 4. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction
4274 with EXP to meet a RDD.

4275 5. Charges:

4276 a. EXP(1) \$ per mile per vehicle.

4277 b. EXP(2) percent of line haul.

4278 **ITEM 37 - EXTRA DRIVER (EXD)**

4279 1. When requested by shipper, TSP will provide an extra driver for continuous
4280 line haul service within legal parameters. EXD shall be used in conjunction
4281 with Constant Surveillance and Custody Service (CIS) shipments that exceed
4282 150 miles.

4283 2. TSP will verify that the shipper’s request for extra driver is clearly and
4284 specifically annotated on the BL. Any charge for an extra driver shall be
4285 EXD(1) \$__cents per mile, subject to a minimum charge of EXD(2) \$__per
4286 vehicle. This charge shall be in addition to all other lawfully owned
4287 transportation charges.

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ITEM 39 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912

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1. FAK 999912 consists of those commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating within the NMFC or the different inherent transportation characteristics or inherent nature of the commodity.

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2. The following commodities shall not be included as FAK:

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a. Narcotics and dangerous drugs

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b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6

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c. Radioactive materials

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d. Etiologic agents

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e. Crated household goods or personal effects (see Item 41)

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f. Live animals

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g. Bulk commodities

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h. Corpses

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i. Currency

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j. Coins

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k. Precious metals

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l. Food, fresh, frozen, or requiring refrigeration

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m. Postage stamps or stamped envelopes

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n. Military tractor tanks and tracked vehicles

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o. Vehicles, self-propelled

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p. Hazardous materials

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q. Vehicles in driveway and/or towaway service

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r. Any commodity assigned a DoD unique commodity code by SDDC

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s. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers

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t. Engines

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u. Missiles or Rockets

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3. A TSP who files FAK rates is prohibited from excluding any commodity other than those specifically set forth in paragraph 2 above.

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4. FAK shipments shall only be described as FAK unless otherwise required by regulation or by operation of law.

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

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6. Any sensitive item shipped in accordance with security standards set forth in

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4324 DoD 5220.22- M, National Industrial Security Program Operating Manual
4325 (NISPOM), or any item listed in 49 CFR, Part 172.101, Hazardous Materials
4326 Table, is specifically excluded from being classified as FAK.

4327 **ITEM 41 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER**
4328 **999912, SUB No. 1**

- 4329 1. FAK 999912, Sub 01, including crated household goods or personal effects,
4330 consists of those commodities which a TSP offer to transport at one inclusive
4331 rate or charge, regardless of their classification rating in the NMFC or their
4332 differing transportation characteristics.
- 4333 2. Must comply with paragraphs 2-6 outlined in Item 39 above, except for
4334 crated household goods, which are excluded under Item 39.

4335 **ITEM 43 - FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913**

- 4336 1. FAK 999913 consists of those commodities which TSP offer to transport at one
4337 inclusive rate or charge, regardless of their classification rating in the NMFC or
4338 their differing transportation characteristics.
- 4339 2. The following commodities are prohibited from being included or classified as FAK:
- 4340 a. Narcotics and dangerous drugs
 - 4341 b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and
4342 1.6. see exception in paragraph 4 below.
 - 4343 c. Radioactive materials
 - 4344 d. Etiologic agents
 - 4345 e. Crated household goods or personnel effects (see Item 45)
 - 4346 f. Live animals
 - 4347 g. Bulk commodities (except those identified as non-sensitive and unclassified
4348 by the shipper)
 - 4349 h. Corpses
 - 4350 i. Currency
 - 4351 j. Coins
 - 4352 k. Precious metals
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 - 4354 l. Food, fresh, frozen, or requiring refrigeration
 - 4355 m. Postage stamps or stamped envelopes
 - 4356 n. Military tractor tanks or tracked vehicles (except those identified as non-
4357 sensitive and unclassified by the shipper)
 - 4358 o. Vehicles, self-propelled (except those identified as non-sensitive and
4359 unclassified by the shipper)
 - 4360 p. Vehicles in driveway and/or towaway service (except those identified as
4361 non- sensitive and unclassified by the shipper)

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- 4362 q. Any commodity assigned a DoD unique commodity code by SDDC
- 4363 r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or
- 4364 containers (except those identified as non-sensitive and unclassified by
- 4365 the shipper)
- 4366 s. Engines (except those identified as non-sensitive and unclassified by the shipper)
- 4367 t. Missiles or Rockets
- 4368 u. Placarded Hazardous Materials
- 4369 3. FAK shipments must comply with paragraphs 3-6 that is outlined in Item 39
- 4370 above (pg. 112).
- 4371 4. FAK shipments may include non-sensitive ammunition and explosives,
- 4372 Class 1, Divisions 1.4, 1.5, and 1.6, where the combined weight is less than
- 4373 1,001 pounds. FAK shipments must be in compliance with 49 CFR, Part
- 4374 172.504, Table 2.

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

- 4377 1. FAK 999913 Sub 01, including crated household goods or personal effects,
- 4378 consists of commodities which a TSP offer to transport at one inclusive rate or
- 4379 charge, regardless of their classification rating in the NMFC or their differing
- 4380 transportation characteristics.
- 4381 2. Shipments under Item 45 must also comply with paragraphs 2-4 of Item 43
- 4382 above, except for crated household goods which are excluded under Item
- 4383 43.

ITEM 47 - FURNISHING OF VEHICLES AND EQUIPMENT

- 4385 1. The TSP will furnish vehicles with all necessary equipment to safely transport
- 4386 freight in conformity with applicable federal and state safety regulations for
- 4387 which the shipper has requested transportation and shall be responsible for
- 4388 properly securing the cargo and protecting it from exposure to the elements.
- 4389 2. Vehicles and equipment that exceed the minimum specifications necessary
- 4390 to safely transport freight shall be considered as furnished by the TSP for its
- 4391 own convenience. If the vehicles and/or equipment furnished by the TSP is
- 4392 more expensive than the equipment ordered, the charges shall be assessed
- 4393 on the basis of what the shipper ordered. If the vehicles and/or equipment
- 4394 furnished by the TSP are less expensive than the equipment ordered, the
- 4395 charges shall be assessed on the basis of the equipment provided.
- 4396 a. Prior to providing vehicle and/or equipment that exceed the minimum
- 4397 specifications necessary to safely transport freight, the TSP will notify the
- 4398 shipper to receive approval for the substitution.
- 4399 b. The TSP may not provide vehicles and/or equipment that cause a loss in the
- 4400 level of transportation security provided by the vehicle and/or equipment
- 4401 initially ordered by the shipper without prior approval from the shipper. The
- 4402 transportation protective services (TPS) shall be adjusted to meet the TPS
- 4403 requirements of the provided equipment.
- 4404 c. If the substitution creates a requirement for additional accessory

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and/or transportation protective services, the TSP will provide those
services at no additional charge to the shipper.

3. The shipper may reject the equipment if the equipment does not meet the shipper’s loading/unloading requirements or the shipper considers the equipment to be either unsafe and/or not in conformity with applicable federal and state safety regulations. VFN charges stated in Item 77 (pg. 120) in this section will not apply.

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

1. When requested by the shipper, a TSP will move freight on shipments from or to a position that is not immediately adjacent to the vehicle. Vehicles shall be considered “immediately adjacent” to a loading/unloading position when it is separated by an intervening sidewalk or walkway.
2. HHB shall be provided at a charge of HHB(1) \$_____per hundred pounds, subject to a minimum charge of HHB(2) \$_per shipment, and a maximum charge of HHB(3) \$_____per shipment.
3. Whenever a shipment involves Split Delivery (SDL), Item 71 (pg. 119), Split Pickup (SPU), Item 73 (pg. 120), and/or Stop-off In Transit (SOC), Section A, Para. G (pg. 74), where accessorial services are also provided, HHB charges will apply separately at each location where HHB service is required to be performed by a TSP.

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

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

ITEM 53 - OVERAGES AND SHORTAGES

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

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

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1. When a shipper requests pickup or delivery service to be provided at times other than an installation's normal operating hours as indicated in the Transportation Facilities Guide (TFG), the shipment shall be subject to the following charges:

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a. PUD(1) \$ _____ per hour or fraction per driver before or after installation's normal operating hours as indicated in TFG.

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b. SAT(1) \$ _____ per hour or fraction per driver on Saturdays, subject to a minimum charge of SAT(2) \$ _____ per driver.

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c. HOL(1) \$ _____ per hour or fraction per driver on Sundays and holidays, subject to a minimum charge of HOL(2) \$ _____ per driver.

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2. Hourly charges shall commence when the TSP's driver reports to shipper/consignee/destination and consignee representative with the proper equipment ordered for loading or unloading, and terminates when driver(s) is/are released by the representative. The pickup and/or delivery time shall be annotated on BL by the representative, the consignor or consignee.

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ITEM 57 - PRELODGING (PRL)

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1. Prelodging is the hand delivery or data transmission of shipping documents by the delivering TSP 24-hours or more in advance of shipment delivery. Shipping documents shall at a minimum be marked with the permit number, date and time of delivery, and the delivering TSP's name. A charge for prelodging is considered valid only if preloading is specifically requested by the shipper or consignee.

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2. When a delivering TSP consolidates multiple shipments to the same consignee for delivery on the same date, and each shipment is subject to different DoD tenders filed with SDDC, the delivering TSP shall bill the lowest prelude charge available.

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3. Invoices submitted to the consignee for payment of prelude charges shall at a minimum be cross-referenced with BL number(s), TSP pro number(s), permit number, and the date the prelude service was provided.

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4. The charge for prelodging shall be PRL(1) \$ _____ per delivery vehicle.

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

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1. When requested, a TSP will prearrange schedules for arrival of vehicles to load or unload shipments, per Detention: Vehicles with Power Units (DEP), Item 21 (pg. 104) and Detention: Vehicles without Power Units (DET), Item 23 (pg. 107) in addition, prearranged scheduling is subject to the following provisions:

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a. Shipper requests for prearranged scheduling may be made orally, in writing, or via the internet (where appropriate).

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ITEM 67 - RELOCATION OF VEHICLE (RLS)

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

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ITEM 69 - SIGNATURE AND TALLY RECORD SERVICE (675)

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

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

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

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

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

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

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

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4564

DATE _____ **SIGNATURE** _____ **TITLE** _____

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7. A Signature and Tally Record for any shipment is subject to the following charges: 675(1) \$per shipment.

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8. In lieu of a DD Form 1907, TSP may use a TSP-furnished Electronic Signature Service. In such circumstances, a TSP must present a hard copy of the printout to the consignee within three business days of shipment receipt. Upon request from shipper/consignee, a TSP will provide the identity of any individuals responsible for the scans.

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9. Prior SDDC approval is required for a TSP to utilize Electronic Signature Service. Contact:

4574

SDDC

4575

ATTN: Freight Carrier Registration Program

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

(FCRP) 1 Soldier Way, Building 1900W

Scott AFB, IL 62225

usarmy.scott.sddc.mbx.carrier-registrations@mail.mil

10. 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.

ITEM 71 - SPLIT DELIVERY (SDL)

1. A TSP will verify and ensure that a BL is annotated when delivery to more than one location within same receiving installation/facility is requested by the shipper/consignee.
2. For each Split Delivery provided, excluding the final delivery, a charge of SDL(1) \$_____ will apply.
3. Split Delivery can be used with stop-off service.

ITEM 73 - SPLIT PICKUP (SPU)

1. TSP will verify and ensure that a BL is annotated when pickup at more than one location within same receiving installation/facility is requested.
2. For each Split Pickup provided, excluding the initial pickup, a charge of SPU(1) \$_____ will apply.

ITEM 75 - TOWAWAY SERVICE (TOW)

1. Movements via towaway require use of mode “T” and equipment codes A5 and A6.
2. Towaway service applies only to DoD-owned/leased trailers only.
3. A TSP may charge for expenses incurred due to tire or mechanical failure, structural defects, or any other failure to maintain the DoD-owned/leased trailer equipment, applicable and/or any detention charges set forth in Item 21 (pg. 104) and/or Item 23 (pg. 107) of this section.
4. TSP-furnished mud flaps and lights installed when required by federal, state or local regulation are subject to a charge of ~~4613~~ _____ for mud flaps and a fee of TOW(1) \$ TOW(2) \$__per trailer for lights.

4614

4615 5. Refer to Section A, Part III, paragraph D (pg. 22) for alternation of rates.

4616 **ITEM 77 - VEHICLES FURNISHED BUT NOT USED (VFN)**

4617 1. If shipper cancels a freight movement in 24 hours or less prior to pick up, the
 4618 TSP shall be entitled to a charge of VFN(1) \$____per vehicle. A TSP shall be
 4619 paid for LTL/TL for each vehicle furnished and not used or the minimum line
 4620 haul transportation rates, whichever is less.

4621 2. A TSP may establish a flat charge of VFN(2) \$_____for each vehicle
 4622 ordered and dispatched that was not used by the shipper. This flat charge may
 4623 not exceed line haul transportation charges applicable from loading point to
 4624 destination. If TSP chooses VFN(2), a TSP is prohibited from completing
 4625 VFN(1), as TSP cannot complete both VFN(1) and VFN(2) on its tender.

4626 3. VFN charges will not apply when:

- 4627 a. A vehicle is rejected by shipper under Item 47 (pg. 114) of this publication.
 4628 b. Notice of cancellation is received by the TSP at least 24 hours prior to pick up.
 4629 c. TSP is inbound with a loaded trailer that is scheduled for outbound loading
 4630 from the same installation.
 4631
 4632

4633 **III. RULES FOR HANDLING, STORING AND**
 4634 **TRANSPORTING TRANSPORTATION PROTECTIVE**
 4635 **SERVICE (TPS), SENSITIVE AND OTHER HAZARDOUS**
 4636 **MATERIALS SHIPMENTS**

4637 1. Rules and regulations provided in this part are applicable to hazardous materials
 4638 as defined in 49 CFR, Part 172.101, and including sensitive, classified,
 4639 cryptographic items that are subject to protection in transit. When transporting
 4640 AA&E (Class 1, Divisions 1.1, 1.2, and 1.3), inhalation hazard poisons, or
 4641 radioactive yellow-III label material, a TSP shall fully comply with all federal
 4642 statutes and regulations applicable at the time of shipment. The TPS
 4643 requirements set forth in this part necessarily require full compliance by the
 4644 TSP to remain as an SDDC approved TSP to transport DoD freight. Brokers,
 4645 freight forwarders and logistics companies refer to Section A, Part II,
 4646 paragraph 5 (pg. 13) for transportation prohibitions on movement of TPS
 4647 freight.

4648 **ITEM 78 - TPS INCIDENT RESPONSE REQUIREMENTS**

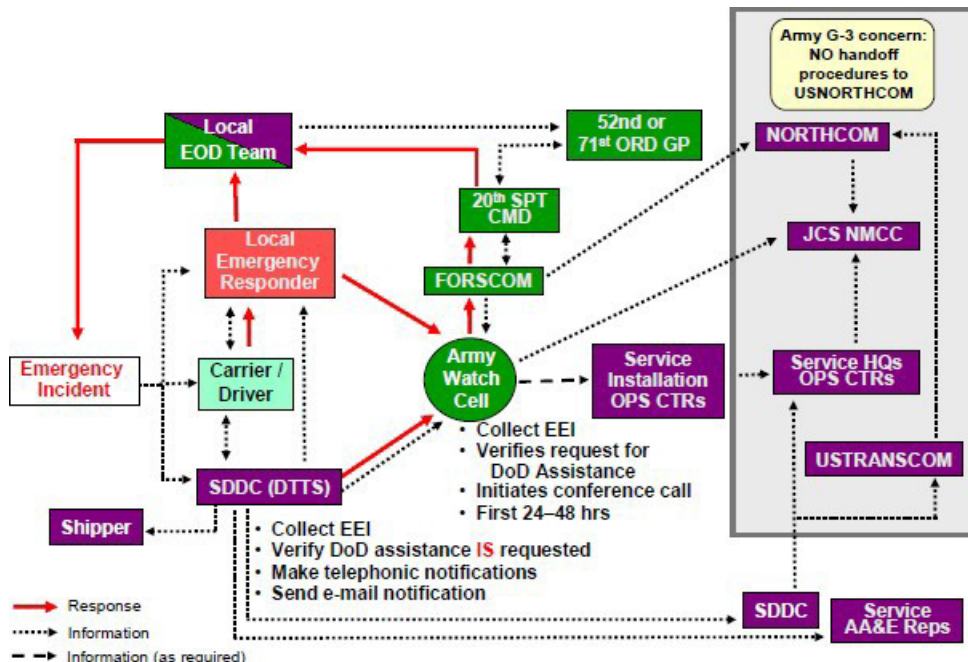
4649 1. In cases of accidents or incidents the Transportation Service Provider (TSP) must
 4650 meet the following requirements:

- 4651 a. Report accidents and serious incidents to DTTS immediately via panic
 4652 button and follow up telephonically with DTTS as soon as possible. TSP
 4653 should continue to send required messages to DTTS. During incidents
 4654 involving injury or incapacitation of driver/driver team, TSP dispatcher
 4655 should immediately notify DTTS of the incident by phone.

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- 4656 **b.** The TSP must provide 24 hour telephone dispatch for satellite motor
 4657 surveillance (SNS) tracked shipments. The TSP dispatch must be familiar
 4658 with shipment contents and routing of TPS shipments. The telephone
 4659 number when called, must be answered directly by the TSP at all times
 4660 while the SNS tracked shipment is in transportation including storage
 4661 incidental to transportation. Answering machines are not sufficient to meet
 4662 this requirement. TSP’s will provide all information pertaining to the
 4663 accident/incident as requested by SDDC personnel.
- 4664 **c.** TPS Incident Response Requirements. Immediately call 911 for emergency
 4665 response/notification. During emergencies involving trucks transporting
 4666 DTTS- tracked shipments, DTTS will ask dispatchers for the Net
 4667 Explosive Weight (NEW) for any commercial shipments on board the
 4668 conveyance. Additionally, dispatchers will be asked to provide the hazard
 4669 classification, explosive description, UN ID, etc. for any commercial
 4670 shipments to ensure first responders are aware of all hazards.
- 4671 **d.** TSP, in accordance with all applicable federal, state and local regulations, is
 4672 responsible for coordinating use of towing equipment, material handling
 4673 equipment (MHE), and other required services for handling hazardous
 4674 materials and munitions. TSP must ensure any commercial towing or MHE
 4675 Company employed is aware of associated risks, appropriately licensed to
 4676 handle hazardous materials, to include explosives, and in compliance with
 4677 all applicable federal, state and local laws. TSP is responsible for all charges
 4678 incurred when using such commercial services. If both the TSP and the on-
 4679 scene commander or local law enforcement agency are unable to obtain
 4680 appropriate commercial support, the on- scene Commander or local law
 4681 enforcement will request DoD support through DTTS.
- 4682 **e.** See Item 13 (pg. 101) for procedures on sealing of vehicles and seal breakage.
- 4683 **f.** TSPs should ensure that drivers at an incident or accident scene follow
 4684 corporate policy with regard to media requests.

2. Refer to Figure 78.1 below for further context of DOD’s emergency response process:



SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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NOTES to Emergency Response Process:

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1. SDDC (DTTS) role is to act as the integrator and recorder of on-scene events recording Essential Elements of Information (EEL) associated with the incident, mishap, or accident.

4692

2. Drivers/carriers should advise the civil authority of requests for DOD support.

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3. Emergency support is determined by civil authority.

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4. DOD's participation is initiated for emergencies by a request from the civil authority to the Army Watch Cell.

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5. DTTS integrates, records and reports EELs associated with the event to military services.

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

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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:

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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.

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b. For same day pickup and deliveries, contact the consignee within one hour of shipment pickup and provide an estimated time of delivery.

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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. 92).

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3. Responsibility for the shipment shall remain with the TSP from time of pickup until time of delivery.

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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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a. 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 (60) sixty minutes of delay that occurs during normal operating hours, which is known as detention time. If the delay is less than (60) sixty minutes or exceeds (60) sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

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b. If a destination requires the TSP to stay with the shipment to provide constant surveillance or guard service, the TSP may charge a DEL(1) \$

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for each

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(60) sixty-minute period this service is provided. If the period is less than

4727

(60) sixty minutes or exceeds (60) sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

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c. These per-hour charges are subject to the following provisions:

4730

i. The TSP will provide delivery notification during normal operating hours (the TSP will consult the TFG for installation operating hours).

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ii. The TSP will provide delivery of shipment to the consignee not less than one hour before close of business (as posted in the TFG).

4733

4734

iii. Per-hour charges are continuous (to include weekends and holidays)

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4735 until consignee is capable of offloading the shipment.

4736 iv. Once offloading begins, DEL charge will cease and free time will commence.

4737 d. In the event an AA&E shipment is refused at destination, the TSP will
4738 immediately transport the shipment to/from a secure holding
4739 installation/activity and can collect charges in addition to those applicable
4740 for movement from origin to initial destination. Charges shall be calculated
4741 based on applicable line-haul charge multiplied by DTOD hazmat mileage
4742 to/from available, secure holding installation/activity, subject to a minimum
4743 charge of DEL (2) \$ ___per power-unit movement. Item 63, Redelivery
4744 (RCL) (pg. 118), in this section will not apply. If requested to remain with
4745 vehicle in, secure holding installation/activity, TSP may also charge for
4746 DEL(1).

4747 e. If a destination fails to accept an AA&E shipment in accordance with the
4748 provisions of DoDI 5100.7 when common law defenses do not apply, then
4749 the TSP shall immediately notify SDDC DTTS. SDDC DTTS will attempt
4750 to resolve the situation and gain entry for the AA&E shipment. If SDDC
4751 DTTS fails to resolve the situation, DTTS will execute the appropriate
4752 Standard Operating Procedure (SOP). The TSP may submit the following
4753 charge to destination:

4754 f. In the event an AA&E shipment is refused at destination, the TSP will
4755 transport the shipment immediately to/from secure holding
4756 installation/activity and can collect charges from destination in addition to
4757 those applicable for movement from origin to initial destination. Charges
4758 shall be calculated based on applicable line-haul charge multiplied by
4759 DTOD hazmat mileage to/from available secure holding
4760 installation/activity, subject to a minimum charge of DEL (2) \$
4761 _____pe
4762 r power-unit movement. Item 63, Redelivery (RCL) (pg. 118), in this
4763 section will not apply.

4764 i. The TSP must have provided delivery notification in accordance with
4765 paragraph 1 above.

4766 ii. The TSP must have followed instructions outlined by the installation
4767 in the Transportation Facilities Guide.

4768 iii. The TSP must have notified DTTS immediately of destination’s refusal.

4769 iv. The TSP MUST request approval from the shipment
4770 TO/shipper/consignor, prior to billing under this section.

4771 v. Missing a scheduled delivery appointment will make the TSP ineligible
4772 for all charges above.

4773 **ITEM 83 - RESERVED**

4774 **ITEM 85 - EN ROUTE STOPS OF PROTECTIVE SECURITY**
4775 **SERVICE (PSS) AND DUAL DRIVER PROTECTIVE SERVICE**
4776 **(DDP) SHIPMENTS**

4777 1. En route stops of up to two (2) hours are permitted for shipments with PSS or
4778 DDP when conducting stops in accordance with 29/49 CFR for operational
4779 reasons such as fueling, minor maintenance, or driver amenities. (Refer to 49

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CFR part 395 [Hours of Service], 397.7 [Parking] and 29 CFR
1910.109[d][3][iii] [Operation of Transportation Vehicles]).

2. 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.

ITEM 87 - HAZARDOUS MATERIALS ROUTING MILEAGE

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

ITEM 89 - PICKUP OF TRANSPORTATION PROTECTIVE SERVICE SHIPMENTS

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

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

1. Secure holding of Arms, Ammunition, and Explosives shall only apply to DoD installations/activities. These standards shall ensure the proper temporary parking of commercial TSP motor vehicles that are transporting Categorized AA&E or classified materials. Secure holding installations/activities may only be utilized for a maximum of 100 hours. In no event shall Secure Holding relieve the TSP of any liability relating to the safe transport of the shipment at issue. Furthermore, in no event shall this provision be interpreted to mean that DoD assumes any responsibility or liability for either the shipment or the equipment of the TSP. The secure holding installation/activity accorded is strictly temporary. TSP are advised that shipping documents shall be thoroughly examined at the entrance of a DoD installation/activity to prevent entry of any unauthorized shipments onto that installation/activity. Upon verification of those shipping documents at the entrance of the installation/activity, TSP vehicles shall be directed to proceed to a secure holding location within appropriate security area.

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

1. TSP conveyances that contain CIIC for non-AA&E shipments that are indicated in paragraph 2 below (to include Night Vision Goggles) may be temporarily parked for a maximum of 100 hours or less within a DoD secure holding installation/activity. In such instances, cargo must be under constant surveillance by installation/activity personnel or monitored by Closed Circuit Television (CCTV).
2. Items with the following CIICs are applicable under this item:
 - a. A: Confidential – Former restricted data.
 - b. B: Confidential – Restricted data.

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- 4824 c. C: Confidential.
- 4825 d. D: Confidential – Cryptologic.
- 4826 e. O: Items contain Naval Nuclear Propulsion information; disposal and access
4827 limitations are identified in NAVSEAINST C5511.32, Safeguarding of
4828 Naval Nuclear Propulsion Information. Store and handle in a manner that
4829 will prevent unauthorized access to this materiel.
- 4830 f. 9: Identifies an item as a Controlled Cryptographic Item (CCI). CCI is
4831 described as secure telecommunications or information handling
4832 equipment; associated cryptographic component, or other hardware item,
4833 which performs a critical COMSEC function. Items so designated are
4834 unclassified but controlled, and shall bear the designation “Controlled
4835 Cryptographic Item” or “CCP”.

4836 **ITEM 97 - TRANSLOADING TRANSPORTATION PROTECTIVE**
4837 **SERVICE (TPS) SHIPMENTS**

- 4838 1. Any shipment (including SRC I and II Less-Than-Truckload [LTL]
4839 shipments) requiring Protective Security Service (PSS) will move point-to-
4840 point as a dedicated shipment, and under no circumstances will such
4841 shipment be transloaded or consolidated without prior coordination through
4842 DTTS IAW paragraph 97.3.
- 4843 2. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the
4844 TSP may perform the following functions while in transit when authorization
4845 is obtained from the origin(s) transportation officer(s). If the origin(s)
4846 transportation officer(s) cannot be contacted, SDDC DTTS may provide
4847 authorization, in coordination with the owning military Service(s) for whom
4848 the shipment is being transported. Onsite first responders may request DOD
4849 assistance (to include Explosive Ordnance Disposal (EOD), Quality Assurance
4850 Specialists Ammunition Surveillance (QASAS), Ordnance Officers, Weapons
4851 Officers, Explosives Safety Officers, firefighters or police):
- 4852 a. Transloading and/or consolidation of TPS shipments is prohibited at any
4853 location (e.g., DoD-owned activities/installations, TSP owned property, rest
4854 stops or truck stops, public locations, etc.) unless circumstances occur
4855 within parameters set forth in paragraph 3 below.
- 4856 b. TSP personnel are prohibited from personally handling TPS shipments
4857 unless circumstances occur within parameters set forth in paragraph 3
4858 below.
- 4859 3. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the
4860 TSP may perform the following functions while in transit when authorization
4861 is obtained from SDDC DTTS when the emergency/accident occurs and
4862 onsite first responders (to include Explosive Ordnance Disposal [EOD]
4863 personnel, Quality Assurance Specialists of Ammunition Surveillance
4864 [QASAS], Ordnance Officers, Weapons Officers, and/or Explosives Safety
4865 Officers, firefighters or police), in coordination with owning military Service
4866 for whom the shipment is being transported:
- 4867 a. Transfer truckload TPS shipments from one conveyance to another; or
- 4868 b. Transfer dromedary boxes, containing TPS shipments, from one
4869 conveyance to another, or

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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4873 c. Unload and transfer the contents of a dromedary box containing TPS
4874 shipments; and

4875 d. For all functions performed under subparagraph (a), (b), and (c), the
4876 TSP will replace seal(s) and annotate the new seal number(s) on BL.

4877 4. When transloading a TPS shipment during an emergency or accident,
4878 and the equipment or driver is changed after leaving origin:

4879 a. The drivers and trailers will meet or exceed the requirements of DD Form
4880 626 (Motor Vehicle Inspection Transporting Hazardous Materials) and 49
4881 CFR, and;

4882 b. The TSP will immediately notify DTTS—via a “C” message, as referenced in
4883 Item 111 (pg. 140), Satellite Motor Surveillance Service (SNS)—and the
4884 owning military Service when transloading occurs.

4885 5. TSPs may not request DoD representatives to transload or consolidate TPS
4886 cargo originating from another installation/facility for TSP convenience.

4887 6. Any TSP that is suspected of violating this Item may be subject to immediate
4888 CONUS- wide non-use, pending an SDDC Transportation Review Board.

4889 **ITEM 99 - TRANSPORTING CLASS 1 (EXPLOSIVES) IN A** 4890 **TEMPERATURE CONTROLLED CONVEYANCE**

4891 1. TSP will ensure motor vehicles comply with 49 CFR, Part 177.834 (l) (1)
4892 prior to loading Class 1 explosives in a temperature controlled conveyance
4893 that has the capability of producing heat.

4894 a. Motor vehicles equipped with a cargo heater of any type may transport
4895 Class 1 explosives only on the condition precedent that the cargo heater is
4896 rendered inoperable by draining or removing the cargo heater fuel tank and
4897 disconnecting the heater’s power source.

4898 b. An inspection of the heating unit to ensure that it is inoperable or
4899 disconnected is required, unless the shipment is being transported under a
4900 DOT special permit, exemption or Competent Authority Approval (CAA)
4901 that waives the inspection or allows the heating unit to remain connected.

4902 c. If the cargo heater is operational, the vehicle may be rejected until the
4903 heating unit is disconnected.

4904 **IV. TRANSPORTATION PROTECTIVE SERVICES**

4905 1. This part sets forth mandatory requirements for compliance by a TSP when
4906 providing Transportation Protective Service (TPS) for shipments of DoD
4907 sensitive Arms, Ammunition and Explosives (AA&E), classified (SECRET and
4908 Confidential), and controlled cryptographic and other sensitive items.
4909 Compliance with the mandatory rules contained in this part is required in order
4910 for TSP to continue as a SDDC approved TSP. The TSP will ensure the correct
4911 amount of transportation protective services are provided for each mode of the
4912 intermodal shipment. The issuing TSP maintains responsibility and liability for
4913 entire movement until delivered at final destination.

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ITEM 100 - USE OF LOCAL DRIVERS FOR TPS SHIPMENTS

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1. Installations with a high volume of TPS shipments are authorized to develop installation policies allowing the usage of local drivers. A local driver is a single driver that meets all of the other applicable provisions to transport TPS freight requiring PSS--except the second driver. The local driver is used to benefit both the TSP and the installation by allowing efficient scheduling and use of resources.

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a. At shipping installations, the local driver can spot empties, sign for loads, place into or remove from secure hold. At receiving installations, the local driver can pull loaded equipment, from secure holding, and spot the loaded equipment as required. The local driver is not permitted to leave the installation with TPS loads for any reason.

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b. TSPs utilizing local drivers are responsible for ensuring over-the-road equipment meets the same DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials), standards and that the DD Form 1907, Signature and Tally Record, is completed legibly and signed by both drivers immediately at any change of custody. Also, the TSP is responsible for ensuring loads are transferred only to qualified drivers IAW other provisions of this publication.

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c. These requirements are subject to inspection by SDDC at any time.

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ITEM 101 - CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)

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1. CIS requires constant surveillance and custody of a shipment by a qualified DoD- approved TSP representative. DoD-approved commercial drivers employed to handle DoD shipments moving under CIS transportation protective service are required to have proper identification in their possession that conclusively verifies their affiliation with the TSP named on the BL. These identification documents are required to verify to shippers each driver's affiliation with the origin TSP named on the BL. Drivers must also have in their physical possession a valid commercial driver's license and employee record card (or similar documents), at least one of which must contain the driver's photograph. For CIS shipments traveling over 150 miles, Extra Driver (EXD) shall be required. Drivers are required to follow Federal and State medical requirements.

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a. The driver will have continuous visibility of the shipment while in transit.

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b. The vehicle/shipment will, at all times, be physically attended (including brief in transit stops) by a qualified representative of the TSP. The only exception to this requirement involves certain air shipments, as continuous observation is not required while the aircraft is in flight, providing that the shipment is stored in a compartment inaccessible to unauthorized persons or is in a secure, sealed, safe- like container.

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SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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2. The term “attended” shall mean the individual responsible for the shipment is awake, and is either physically within the driver operating section of the vehicle (not in a sleeper berth) or is physically present at all times within 25 feet of the vehicle while the vehicle is within their constant, unobstructed view.

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3. The term “qualified representative” shall mean:

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a. The individual is an employee of the TSP, and has been specifically authorized by the TSP to handle the shipments at issue and perform CIS.

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b. The individual is trained concerning and specifically aware of the sensitivity of material moving under CIS, and is knowledgeable about the safety, security, and emergency procedures that must be followed.

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c. The individual has the means, capability, and lawful authority to operate and move the vehicle.

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4. The trailer or vehicle containing a shipment requiring CIS shall continuously be connected with the power unit (tractor) except under the exceptions noted below:

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a. When stopped at a DoD contractor/activity for loading/unloading.

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b. At a TSP terminal for servicing.

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c. At a TSP-designated point where driver maintains continuous surveillance over shipment while disconnected.

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d. Per the installation commander’s discretion, at a DoD secure holding or safe haven location.

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5. The tractor shall be equipped with at least two separate means of communications, such as (but not limited to):

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a. A working mobile communications unit.

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b. A citizens band (CB) radio unit.

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c. A cellular telephone.

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6. For shipments requiring CIS, a TSP must have the capability to trace an in transit shipment in less than one hour. A TSP or the TSP’s qualified representative shall immediately notify the consignee if the shipment cannot reach the consignee within 24 hours of the required delivery date.

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7. Signature and Tally Record Service (675), Item 69 (pg. 118), in this section, shall be maintained.

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8. Single line-haul required.

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9. No trip lease (see Appendix D, Definitions [pg. 260]) is permitted under any circumstance.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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10. A TSP will ensure that their driver(s) are trained on appropriate measures to obtain DoD secure holding and state/local law enforcement assistance when circumstances warrant.

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

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ITEM 103 - DUAL DRIVER PROTECTIVE SERVICE (DDP)

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1. Dual Driver Protective Service (DDP) is a TPS that is required for CONFIDENTIAL shipments and AA&E shipments that are not SRC I or II. Any TSP who provides DDP must comply with all requirements set forth under Item 1 (pg. 97), Transportation Service Provider Security Clearance Requirements, and Item 101, Constant Surveillance and Custody Service, and the following requirements in this section.

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2. DDP is required for CONFIDENTIAL and/or AA&E (SRC III/IV/UNCAT) shipments, unless the exceptions specifically set forth indicated in DTR, Part II, Chapter 205 apply.

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3. For information regarding en route stops of DDP shipments, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments (pg. 124), in this section.

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4. The vehicle conveying the shipment must remain connected with the power unit (tractor) during shipment except when the vehicle is stopped at a DoD activity/contractor for loading/unloading; or is physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS “C” message, as more fully described under Item 111, Satellite Motor Surveillance Service (SNS) (pg. 140), shall be sent from both the losing and gaining tractors to identify the equipment transfer and shipment. At least one of the “C” messages shall include an explanation of the reason for the transfer.

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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

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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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

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ITEM 105 - PROTECTIVE SECURITY SERVICE (PSS)

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1. Protective Security Service (PSS) is a TPS that is required for SECRET shipments and SRC I and II AA&E shipments. Any TSP who provides PSS must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements (pg. 97), and Item 103, Dual Driver Protective Service (pg. 130), and the following requirements in this section.

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

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3. All TSP will also provide Exclusive Use of the Trailer or Dromedary (EXC), Item 31 in this section (pg. 110), for SRC I and II or SECRET shipments.

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

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

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a. "Protective Security Service Requested. Signature and Tally Record (DD Form 1907) Furnished to TSP."

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6. For information regarding en route stops, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments (pg. 124), in this section.

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7. The trailer or vehicle containing the PSS shipment must always be connected with the power unit (tractor) except when the vehicle is stopped at a DoD activity for loading/unloading or physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS "C" message, as stated in Item 111, Satellite Motor Surveillance Service (SNS) (pg. 140), shall be sent from both the losing and gaining tractors to identify shipment transferred. One of the "C" messages shall include an explanation of the reason for the transfer.

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8. PSS is subject to the following charges:

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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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

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ITEM 107 - TRAILER TRACKING SERVICE (DCS)

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

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2. DCS requires the Transportation Service Provider (TSP) to provide technology and sensors (trailer door open-closed sensor and trailer tethered-untethered sensor) for AA&E shipments used in conjunction with SNS for closed box van trailers only. Side doors and dividing walls in closed box van trailers are not authorized on trailers registered as DCS with DTTS. The TSP will ensure the tractor provides continuous uninterrupted power to the trailer when ignition is turned off to ensure a viable tether/untethered sensor solution.

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3. 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.

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4. After being approved by the Surface Deployment and Distribution Command (SDDC), the TSP will contact the DTTS Operations and Quality Branch chief at the contact number provided in Section A, VIII, Table 1 (pg. 92), to begin DTTS approval. The TSP will:

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 5096 a. Use a DTTS approved DCS Vendor (DCSV).
- 5097 b. Provide DTTS with:
- 5098 i. Standard Carrier Alpha Code (SCAC)
- 5099 ii. Dispatch location
- 5100 iii. Twenty-four hour phone number
- 5101 iv. Fax number
- 5102 v. Email address
- 5103 c. Register closed box van trailers with DTTS as required in paragraph 6 below.
- 5104 5. Unless a TSP’s trailer is in an authorized, protected environment (i.e military
5105 secure holding facility/installation), DCS equipment installed on TSP trailers
5106 will provide 24-hour uninterrupted service. The TSP’s DCS monitoring station
5107 shall be continually manned by a qualified individual capable of providing
5108 immediate assistance in response to an emergency or DTTS inquiry. The TSP
5109 will also comply with the communication requirements of either Dual Driver
5110 Protective Service (DDP) or Protective Security Service (PSS), depending on
5111 which service applies to the DCS shipment. The TSP must ensure that the
5112 DCSV provides continuous messaging and positioning service when required,
5113 including immediate notification of untethered and or door-opened
5114 EMERGENCY activations.
- 5115 6. TSP closed box van trailers equipped with DCS capability or re-equipped
5116 following maintenance or equipment upgrade shall be registered with DTTS
5117 by successfully completing the registration and testing procedures set forth
5118 below in subparagraph a-
- 5119 d. Successful registration and testing must occur prior to any TSP being
5120 authorized to transport DoD Arms, Ammunition, and Explosives (AA&E) and
5121 Other Sensitive Material (OSM). TSPs must submit registration paperwork to
5122 the DTTS PMO via email or fax 24 hours prior to testing. Testing will occur
5123 during set hours. Contact the DTTS PMO for testing hours if needed.
5124 Registration information submitted to SDDC will include:
- 5125 a. SCAC.
- 5126 b. Contact Information DCSV name and transceiver identification number.
- 5127 c. Action Requested (Delete/Modify/Reregister)
- 5128 d. Trailer information: (Number/Year/Color/Make/Model/License
5129 Number & State/VIN)
- 5130 e. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
- 5131 f. Comments, if required.
- 5132 7. The following provides tracking procedures and/or requirements:

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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a. TSPs shall convert tractors to power the center pin on the 7-way connector to the trailer when the ignition is turned off to ensure a viable tether/untether sensor solution.

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b. An exception message shall be sent after the TSP enables DCS and door is opened or the trailer is untethered for any reason.

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c. To initiate DCS:

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i. TSPs shall ensure that the DCS sensor equipment is active and/or operational before any trailer is spotted and prior to loading a shipment (recommend pinging the trailer to ensure receipt of tether and door closed messages, at the correct location).

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ii. TSP certifies DCS technology is operable and battery life is sufficient prior to placing trailers at DoD facilities for loading.

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iii. Prior to loading a DCS shipment, the driver will allow shipping inspector or other designated shipper personnel to verify the presence of visible DCS equipment (e.g., door sensor, antenna).

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iv. If any of these steps are unsuccessful, the trailer cannot be loaded. The trailer must be de-registered from DTTS and removed from the installation for repair. The TSP will notify the shipper and DTTS of the trailers' status.

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d. Loading the Shipment and enabling DCS:

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i. After the shipment is loaded, the TSP will verify in their system that the door sensor is showing closed, the trailer is in a tethered status, and the location of the trailer is correct.

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ii. The driver will send an "L" status message in accordance with Item 111, Satellite Motor Surveillance Service (pg. 140), and will include the phrase "DCS required."

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iii. The TSP will enable DCS and ping the trailer (in that order). This initiates the required initial trailer position report and sensor status to DTTS.

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iv. Shipment is ready to depart.

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e. Departing Protected Environment. When departing point of origin, or a DoD secure holding installation/activity the driver will provide DTTS with a "D" status message in accordance with ITEM 111 (pg. 140) and will include in the text portion of the message the trailer number and the phrase "DCS required".

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f. En-route authorized door open or untether event. When a shipment is underway and the driver must open the door or untether the tractor for any reason, the driver will send a "U" message in accordance with ITEM 111 (pg. 140) to inform DTTS personnel of the reason prior to opening the doors or untethering the trailer. DCS will remain enabled.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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g. Military Secure Holding Installation/Activity. When a trailer is placed in a military secure holding/installation area, the driver will send an “M” status message in accordance with ITEM111. However, an “M” message will not be used when entering a military secure holding area at origin or destination. After sending the “M” status message the TSP will disable DCS prior to untethering the trailer. Prior to departing the DoD secure holding area installation/activity with DCS shipments, drivers will enter BL number(s) and trailer number and the phrase “DCS required” in the text of a “D” message. If any new shipments requiring DCS have been loaded on the vehicle or if a shipment departs with a different tractor, drivers will utilize the same procedures as stated in subparagraph d and e above.

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h. Change in TSP equipment. Drivers will report any in-transit equipment transfer to different TSP equipment using a “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving a DCS shipment will follow loading procedures in subparagraph d above, while the driver of the tractor transferring the DCS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to identify the shipment(s) transferred. One of the “C” messages shall include an explanation of the reason for the transfer and a plain text location. If the losing tractor no longer has a DCS shipment, the TSP will disable DCS.

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i. Disabling DCS. Upon arrival at the shipment’s final destination, the driver will send an Arrival/Awaiting Offload “A” status message in accordance with ITEM 111 (pg. 140). DCS shall be disabled by the TSP after sending the “A” status message and prior to untethering the trailer and/or opening the doors.

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j. At a minimum TSPs will ensure that position is reported on the initial enabling of DCS. DTTS reserves the right to require more frequent position updates when operational requirements dictate additional notification.

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k. In the event the driver suspects a DCS equipment system failure while in-transit, the driver or dispatcher will immediately notify DTTS at the number provided in Section A, VIII, Table 1 (pg. 92). DTTS Operators will coordinate two-hour status updates with the driver with a final status report upon delivery at the destination or arrival at a military installation/activity offering secure holding, whichever occurs first. These updates may be made by “U” message or by phone, as determined by DTTS. Updates will include verification that the trailer is tethered and the doors are closed. Two hour status updates may be utilized only to mitigate in-transit DCS failures. They will not be used to supplement non- functioning DCS equipment at origin. The defective transceiver shall be removed from the DTTS database and will not be reinstated until repairs or replacements are made and the system is tested (including emergency alerts) by contacting DTTS to verify the system is operational.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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5229 I. If the tractor location reporting fails, trailer location reporting shall be used
5230 as a backup and the trailer shall report its location at the same time interval
5231 the tractor had been reporting. Manual rules shall still apply, as the panic
5232 button is no longer available.

5233 8. DCS VENDOR QUALIFICATION REQUIREMENTS AND STANDARDS:

- 5234 a. DCSV Qualification Process: Any DCSV seeking to qualify as a DoD
5235 approved DCSV must be able to continuously support DoD’s mission
5236 requirement to monitor the movement of DCS shipments 24-hours a day, 7
5237 days a week, 365 days per year. In order to meet this fundamental
5238 qualification standard, the DCSV must possess the necessary technical and
5239 system redundancy, including at a minimum the following requirements:
- 5240 i. Redundant hardware and communication infrastructure and architecture
5241 in the DCSV’s primary network operations center.
- 5242 ii. A separate, fully functional, geographically dispersed contingency site
5243 that can demonstrate complete and separate capability to ensure
5244 continuous operations.
- 5245 iii. A qualified technical staff available 24/7/365 with the expertise to
5246 provide assistance to any inquiry from the DTTS staff regarding an
5247 in-transit DCS shipment.
- 5248 iv. Evidence of written certification that Sections 1-3 above are in
5249 place and available in support of the DTTS mission.
- 5250 v. Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical
5251 or battery powered equipment must be HERO certified. The DCSV is
5252 responsible to ensure HERO certification is obtained prior to use. The
5253 DCSV shall be provided with SDDC points of contact to assist in the
5254 HERO certification process. The DCSV will provide all technical
5255 engineering specifications as requested.
- 5256 vi. An interested DCSV will present its request for qualification, which
5257 sufficiently demonstrates the relevant equipment/system/functional
5258 capabilities to the DTTS Program Management Office (PMO) for
5259 review and analysis. If it is initially determined that a prospective
5260 DCSV system and functional capability meets minimal DoD
5261 requirements and standards, the DTTS PMO will recommend a test
5262 phase.
- 5263 vii. A test phase will demonstrate a DCSV’s ability to provide all the
5264 services specified in this publication to DTTS. The test phase involves
5265 monitoring non AA&E/OSM shipments moving from origin to
5266 destination traversing varying geographical conditions. At DTTS’s
5267 discretion, this test phase process may entail several test movements.
5268 Test(s) shall be conducted using the required standard interface.
- 5269 viii. Upon successful completion of the test phase, the DTTS PMO will
5270 notify SDDC Special Requirements Branch in writing that the DCSV is
5271 approved for use by a TSP when both the test phase process is successful
5272 and HERO certification has been completed.”

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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5274 **ix.** Approved DCSV will be subject to audit by the DTTS PMO every two
5275 years to ensure compliance with the outlined requirements.

5276 **b.** Standard Interface: The DCSV will use a data transfer method that
5277 conforms to current DoD information assurance requirements. Record
5278 layout shall be developed by the TGIS PMO in coordination with DTTS
5279 PMO to ensure data integrity. Contact TGIS PMO at
5280 <https://tgis.sddc.army.mil> for all interface questions and concerns.

5281 **c.** DCSVs, as the suppliers of the DCS sensor technology, shall be responsible for:

5282 **i.** Providing support/training to the TSPs during the installation process.

5283 **ii.** Providing the ability to DTTS to change trailer tracking location
5284 reporting frequency.

5285 **iii.** Providing TSP access to a website to geographically display sensor
5286 data and training on website use, as needed.

5287 **iv.** Configuring the application to only send exception messages upon
5288 door open/untether after the TSP has turned DTTS tracking on.

5289 **v.** Configuring the application to not send exception messages after the
5290 TSP has turned DTTS tracking off.

5291 **vi.** Exception messages shall be generated immediately upon trigger and
5292 received by DTTS via the web service's XML interface within two
5293 minutes of trigger.

5294 **vii.** The DCSV will send position reports during exceptions within two
5295 minutes upon trigger and subsequently every 5 minutes until DTTS
5296 personnel determine to stop receiving subsequent 5 minute position
5297 report. DTTS will have the ability to interrogate a trailer's position
5298 and sensor status when required by operational circumstances.

5299 **9.** Service/Agency Installation Transportation Officers (ITO)/Transportation
5300 Officers (TO) and Joint Munitions Command (JMC) depot personnel, as
5301 agents representing their respective Service/Agency headquarters, shall be
5302 responsible for:

5303 **a.** Verifying AA&E shipment trailers are equipped with the DCS sensor technology.

5304 **b.** Documenting and reporting (as per the DTR Part II, Chapter 207,
5305 Carrier Performance) issues observed in the use of DCS sensors and
5306 incidents of TSP non-compliance with DCS sensor requirements.

5307 **c.** Maintaining TSP performance logs.

5308 **10.** The TSP is responsible for properly installing and maintaining the HERO
5309 certified devices. HERO certified devices shall be installed and operated in
5310 compliance with the engineering specifications documented in the HERO
5311 certification report specified for each model.

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ITEM 109 - SECURITY ESCORT VEHICLE SERVICE (SEV)

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1. Security Escort Vehicle Service (SEV) is a TPS that requires a vehicle escort. A TSP who provides SEV will:

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a. Provide an escort vehicle, such as an inconspicuous automobile or van, tractor, tractor-trailer (flatbed or van) combination, or straight-bed truck.

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b. Be manned by two, unarmed SECRET-cleared (interim or final), licensed drivers.

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c. Maintain constant and specific surveillance of the vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During in-transit stops, at least one of the escort vehicle drivers will maintain a constant, unobstructed view of the vehicle(s), either remaining in the escort vehicle or being within approximately 25 feet of cargo vehicle.

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d. Ensure escort vehicle drivers will have a valid TSP furnished/contractor picture ID in their possession at all times.

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2. Security escort vehicles shall be empty of any cargo, and the doors of the escort vehicle shall be sealed by the shipper and verified by the consignee.

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3. In the event of an emergency, the SEV vehicle/driver may be used to move the freight or freight trailer(s) when specifically coordinated by DTTS.

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4. A TSP will instruct escort vehicle drivers to remain clear of any cargo vehicle in the event the cargo vehicle comes under attack. Drivers will immediately contact the nearest state/local law enforcement agency and provide all relevant circumstances about the attack.

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5. The BL shall contain emergency response instructions for both the cargo and SEV drivers. If a *force majeure* situation involving or affecting either vehicle occurs, drivers shall:

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a. Immediately contact the nearest state/local law enforcement agency for emergency assistance.

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b. Promptly contact DTTS.

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c. If directed by DTTS, promptly escort the cargo vehicle(s) to a DoD installation/activity capable of providing secure holding.

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6. Escort vehicles will, at all times, be equipped with two means of communications, as stated in Constant Surveillance and Custody Service, Item 101 (pg. 128), in this section. These means of communication must be capable of contacting state and municipal agencies for emergency assistance, and for maintaining local two-way communication with TSP vehicles when necessary. Escort vehicle drivers will:

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a. Keep two-way communications to a minimum.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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b. Neither discuss the nature of the shipment(s) nor reveal its origin or destination.

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c. Be trained in the operation and use of mobile communications unit.

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d. Be responsible for its proper maintenance and serviceability of all communications equipment throughout the movement.

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7. TSP and all drivers shall comply with the requirements of TSP Security Clearance Requirements, Item 1 (pg. 97) and Driver Identification/Qualification Requirements, Item 7 (pg. 100), in this section.

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8. Required Training/Qualifications:

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a. Must have a current, valid SECRET or Interim SECRET clearance (to include reinvestigation as needed).

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b. Must be knowledgeable of secure-holding locations and DoD/Services procedures.

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c. Must be HAZMAT qualified and trained under DOT Rules with a HAZMAT endorsement (initial and annual follow-up), and knowledgeable of hazards, safety precautions, and security aspects of the shipment.

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d. Must be over the age of 21 with one year of HAZMAT experience.

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e. Knowledgeable of emergency response instructions (to include DoD and DOT response rules and requirements) for the specific commodity(ies) in the shipment.

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f. Knowledgeable of state police emergency numbers along route.

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g. Have the telephone numbers of DTTS and telephone numbers for DoD secure holding installations/activities along the approved state permitted route available.

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h. Must have a TSP-furnished picture ID indicating affiliation with the TSP named on the BOL.

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9. SEV personnel will not provide attendance for cargo and cargo vehicle unless specifically authorized or instructed by SDDC/DoD personnel, or in an emergency.

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10. One SEV will escort one or two load carrying vehicles that are traveling together in unison along the same route from origin to destination. Only SDDC can grant an exemption to this requirement.

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11. SEV will terminate once the shipment is authorized to enter the consignee/destination installation or installation receiving location.

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12. A TSP may contract with other SDDC-approved munitions TSPs or an SDDC- approved contractor to provide SEV service. The TSP of record shall be solely responsible for billing for SEV services, payment of the other TSP/contractor, and performance of SEV service.

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13. For all shipments under this item, the TSP will verify that the BL is annotated as follows: “Security Escort Vehicle Service Requested”.

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14. SEV shall be subject to the following charges:

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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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

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ITEM 111 - SATELLITE MOTOR SURVEILLANCE SERVICE (SNS)

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1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service (TPS) that provides DTTS with in-transit security capability to monitor the visibility of sensitive DoD shipments transported on commercial vehicles by using automatic vehicle location reports every 15 minutes, in-transit movement status changes, and emergency notification.

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2. 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.

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3. After becoming SDDC approved, TSP will contact DTTS Operations and Quality Branch Chief at the contact number provided in Section A, VIII, Table 1 (pg. 92), to begin DTTS approval. The TSP will:

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a. Use a DTTS approved SNS Vendor (SNSV).

b. Provide DTTS with:

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i. Standard Carrier Alpha Code (SCAC)

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ii. Contact Information

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iii. Action Requested: (Add/Modify/Delete/Reregister)

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iv. Tractor Information: (Number/Year/Color/Make/Model/License Number & State/VIN/Tractor Type)

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v. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)

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vi. Comments, if required

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c. Register vehicles with DTTS as required in paragraph 3 below.

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4. TSP vehicles equipped with SNS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the registration and testing procedures set forth below in subparagraph a-f. Successful registration and testing must occur prior to any TSP being authorized to transport DoD Arms, Ammunition and Explosives (AA&E) and Other Sensitive Material (OSM). TSPs must submit registration paperwork to the DTTS PMO via email or fax 24 hours prior to testing. Testing will occur during set hours. Contact the DTTS PMO for testing hours if needed. Submission of information to SDDC to perform registration will include:

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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a. Standard Carrier Alpha Code (SCAC)

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b. Contact Information

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c. Action Requested (Add/Modify/Delete/Reregister)

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d. Tractor Information:

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(Number/Year/Color/Make/Model/License/Number &

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State/VIN/Tractor Type

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e. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type

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f. Comments, if required

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5. The TSP is responsible for notifying law enforcement in the event of an emergency.

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6. Unless a TSP's vehicle is in an authorized, protected environment (i.e., military secure holding/installation), SNS equipment installed on TSP vehicles, including the panic button emergency alert feature, will provide 24-hour uninterrupted service. The TSP's SNS monitoring station shall be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with communication requirements outlined in Item 103, Dual Driver Protective Service (DDP) (pg. 130). The TSP must ensure the SNSV provides continuous messaging and positioning service, including immediate notification of EMERGENCY button activations by drivers.

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a. When SNS equipment installed on TSP vehicles fails to provide continuous, uninterrupted service, the TSP will conduct root cause analysis of identified SNS service failures. The TSP will provide SDDC Safety with a quarterly report to include TSP actions to correct deficiencies.

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7. Each driver shall be equipped with a remote panic button along with one receiver per vehicle. Drivers will report an emergency by pressing the vehicle's emergency button or drivers' remote panic button. The vehicle's emergency button shall be located within easy reach of the driver and the remote panic button shall be located in each driver's possession.

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8. If a driver needs to test an emergency button, a "U" status message (see paragraph 8.f below) shall be sent to DTTS at least 20 minutes prior to testing. Driver /dispatch will call DTTS at the contact number provided in Section A, VIII, Table 1 (pg. 92) prior to testing.

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9. The following provides tracking procedures and/or requirements:

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a. To initiate DTTS Service:

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i. The vehicle driver shall begin DTTS tracking upon arrival at origin by enabling DTTS per SNSV instruction. This action will generate a "B" message to DTTS and initiates the required 15 minute position reports.

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SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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ii. The SNSV will provide the driver with "on-screen" verification (“DTTS ON”) that DTTS service have been enabled. The driver will not send any other SNS messages or depart a protected environment until verification is received.

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iii. Driver will position the satellite message display unit in a manner that allows the shipping inspector or other designated shipper personnel to observe the "DTTS On" message without having to climb aboard the cab of the vehicle.

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b. Loading DTTS Shipment. The driver will send an "L" status message for new shipments subject to SNS tracking. The text portion of this message will include the shipment identification (i.e., BL number), trailer number, drom number, origin, and destination for each SNS shipment loaded. Origin and destination will include either military facility name and state or commercial company name, city and state. In the event this information exceeds the space provided for one text message, submit as many additional status "L" messages as necessary to convey all required information.

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c. Departing Protected Environment. When departing point of origin, a DoD secure holding installation/activity, or from a location due to a delay status, the driver will provide DTTS with a "D" status message to include location. Status code “D” places the shipment into a movement status for DTTS. A “D” message code shall be used when previous shipment status would have been L, M, A, U, or O.

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d. Secure Holding/Installation Activities. When entering an in-transit secure holding/activities, the driver will send an "M" status message. An “M” message will not be used when entering a secure holding/installation area at origin or destination. In the text portion of the message, the driver will provide activity name, area code and phone number and all bills of lading so that DTTS staff can call to obtain further shipment status information. Driver will indicate whether the load remains with the vehicle or is offloaded. Prior to departing the DoD secure holding installation/activity with SNS shipments, drivers will enter Bill of Lading (BL) number(s) on the vehicle in a “D” message. If any new shipments requiring SNS have been loaded on the vehicle, driver will utilize the same procedures as stated in subparagraph b and c above.

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e. Change in TSP Equipment. Drivers will report any in-transit shipment transfer to different TSP equipment using the “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving an SNS shipment will follow loading procedures in subparagraph b above, while the driver of the tractor transferring the SNS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to identify the shipment(s) transferred. One of the “C” messages shall include an explanation of the reason for the transfer and a plain text location. If no SNS shipments remain

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

5524 on the vehicle, the driver will terminate DTTS service using the disable
5525 procedures set forth in subparagraph j. below.
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5527 **f. Unusual Delay During Shipment.** The driver will send a “U” status
5528 message explaining an unusual delay that occurs during shipment transit.
5529 Examples that qualify as a “U” situation include:

5530 **i. Unusual Delay – Bad or severe weather, unexpected road closure, traffic**
5531 **accidents that shut down traffic, intransit inspection, or other similar**
5532 **types of circumstances that create an unexpected delay. The “U”**
5533 **message will explain the applicable reason or factual circumstances in**
5534 **the text portion of the message and give the exact location of the**
5535 **vehicle/shipment, i.e., truck stop, shop name, city and state.**

5536 **ii. Mechanical Breakdown – Identify highway number, mile marker, and**
5537 **maintenance problem. The driver will immediately notify TSP dispatcher**
5538 **who in turn will notify DTTS at the contact number provided in Section**
5539 **A, VIII, Table 1 (pg. 92). If the driver determines the “situation” meets**
5540 **the Emergency definition found in Appendix D (pg. 260),the driver will**
5541 **report the emergency by pressing the emergency button.**

5542 **iii. Other - Provide information not covered under other status messages,**
5543 **such as estimated time of arrival at destination, fuel stop or driver**
5544 **break due to possible signal loss, alerts or explain emergency to**
5545 **DTTS.**

5546 **g. Arrived, Awaiting Offload.** When arriving at destination and awaiting
5547 offload, driver will send an "A" status message. In text portion of the
5548 message, provide activity name and phone number where the driver can be
5549 reached. Drivers must maintain signal with DTTS unless inside a gated
5550 DoD Military Installation. If inside a gated DoD Military Installation,
5551 drivers may turn off SNS until offload is complete and offload message is
5552 received by DTTS.

5553 **h. Offload at Destination.** When shipment has been offloaded, driver will send
5554 an “O” status message. In text portion of the message, provide activity name
5555 and each BL delivered to that activity. If the initial “O” message this
5556 exceeds the space provided for one text message, the driver should submit
5557 as many additional status "O" messages as necessary to convey the required
5558 information.

5559 **i. To end SNS Service.**

5560 **i. After the last shipment has been offloaded, the driver will immediately**
5561 **disable DTTS per SNSV instruction. This action will generate an "S"**
5562 **status message to DTTS.**

5563 **ii. Driver shall be provided with “on-screen” verification that DTTS**
5564 **service has been disabled.**

5565 **j. Automatic “P” messages will alert DTTS of vehicle’s current location.**
5566 **Positions reported shall be within one quarter mile of the actual vehicle**
5567 **location.**

5568 **k. At a minimum TSPs will ensure that position is reported every 15 minutes**
5569 **whenever an SNS shipment departs a protected environment. While in**
5570 **authorized protected environments, it is the TSP’s option to continue**

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

5571 providing 15-minute vehicle updates. DTTS reserves the right to require a
5572 TSP to file more frequent updates when operational requirements dictate
5573 additional notification.

5574 I. Failure of SNS equipment. If SNS equipment is not operating properly prior
5575 to departure from origin, the unit must be repaired before departing with the
5576 load. If SNS equipment or system fails while in-transit, the driver will
5577 immediately notify the TSP dispatcher, who in turn shall immediately
5578 contact DTTS at the number provided in Section A, VIII, Table 1 (pg. 92).
5579 DTTS Operators will coordinate two-hour status updates with the driver
5580 with a final status report upon delivery at the destination or arrival at an
5581 installation/activity offering secure holding, whichever occurs first. These
5582 updates may be made by “U” message or by phone, as determined by DTTS.
5583 Updates will include current location and status. If repairs cannot be made
5584 or are not feasible, the defective unit shall be removed from the DTTS
5585 database and the equipment/SNS equipment will not be reinstated until
5586 repairs or replacement are made and the system tested as per paragraph 3
5587 above.

5588 **10. SNS Vendor (SNSV) Qualification Requirements And Standards**

5589 a. SNSV Qualification Process: Any satellite vendor seeking to qualify as
5590 DoD- approved SNS vendor must be able to continuously support DoD’s
5591 mission requirement to monitor the movement of SNS shipments 24-hours a
5592 day, 7 days a week, 365 days per year. In order to meet this fundamental
5593 qualification standard, the vendor must possess the necessary technical and
5594 system redundancy, including at a minimum the following requirements:

5595 i. Redundant hardware and satellite infrastructure and architecture in the
5596 vendor’s primary network operations center.

5597 ii. A separate fully functional, geographically-dispersed contingency site
5598 that can demonstrate complete and separate capability to ensure
5599 continuous operations.

5600 iii. A qualified technical staff available 24/7/365 with the expertise to
5601 provide assistance to any inquiry from the DTTS staff regarding an
5602 in-transit SNS shipment.

5603 iv. Evidence of written certification that Sections 1-3 above are in
5604 place and available in support of the DTTS mission.

5605 v. Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical
5606 or battery powered equipment must be HERO certified. The SNSV is
5607 responsible to ensure HERO certification is obtained prior to use. The
5608 SNSV shall be provided with SDDC points of contact to assist in the
5609 HERO certification process. The SNSV will provide all technical
5610 engineering specifications as requested.

5611 vi. An interested vendor will present its request for qualification, which
5612 sufficiently demonstrates the relevant equipment/system/functional
5613 capabilities to the DTTS Program Management Office (PMO) for
5614 review and analysis. If it is initially determined that a prospective vendor
5615 system and their functional capability meets minimal DoD requirements
5616 and standards, the DTTS PMO will recommend a test phase.

5617 vii. A test phase will demonstrate a vendor’s ability to provide all the

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

5618 services specified in this publication to DTTS. The test phase involves
5619 monitoring non- AA&E/OSM shipments moving from origin to
5620 destination traversing varying geographical conditions. At DTTS’s
5621 discretion, this test phase process may entail several test movements.
5622 Test(s) shall be conducted using the required standard interface.

5623 **viii.** Upon successful completion of the test phase, the DTTS PMO will
5624 notify HQ SDDC Special Requirements Branch in writing that the SNSV
5625 is approved for use by a TSP if both the test phase process and HERO
5626 certification are successful.

5627 **ix.** Approved SNSV will be subject to audit by the DTTS PMO every two
5628 years to ensure compliance with the outlined requirements.

5629 **b.** Standard Interface: The SNSV will use a data transfer method that
5630 conforms to current DoD information assurance requirements. Record
5631 layout shall be developed by the TGIS PMO in coordination with DTTS
5632 PMO to ensure data integrity. Contact the TGIS PMO at
5633 [https://usarmy.scott.sddc.mbx.tgis- support@army.mil](mailto:https://usarmy.scott.sddc.mbx.tgis-support@army.mil) for all interface
5634 questions and concerns.

5635 **11.** HERO Certification. There are two options to approve the use of
5636 equipment that emits electromagnetic radiation and is operated within 10
5637 feet from explosives devices.

5638 **a. Option 1.**

5639 **i.** Carrier will provide technical information and physical location of
5640 where the proposed equipment will be installed to SDDC Safety for
5641 evaluation.

5642 **ii.** SDDC Safety will use a common mathematic process defined in MIL-
5643 HDBK- 240 to determine safe separation distances of the proposed
5644 equipment.

5645 **iii.** SDDC Safety will determine HERO safe operation for the equipment.

5646 (1). If the proposed location of the equipment **is not** within the HERO
5647 unsafe distance, it will be approved for use.

5648 (2). If the proposed location of the equipment **is** within the HERO unsafe
5649 distance, the package will be returned to the carrier. The carrier may
5650 consider possible changes to equipment location and resubmit the
5651 proposed package to SDDC Safety for re-evaluation or use option 2.

5652 **iv.** Records will be maintained as part of the TSP performance record and a
5653 copy of the approval will be provided to the carrier for their records.

5654 **b. Option 2.**

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5658 i. Carrier will provide technical information and physical location of
5659 where the proposed equipment will be installed to the Naval Ordnance
5660 Safety and Security Activity (NOSSA) to initiate a request for
5661 advanced testing to investigate any additional protective measures or
5662 changes to installation that will allow use of the equipment within a
5663 HERO environment.

5664 ii. If NOSSA approval is received, the carrier will provide a copy of the
5665 equipment approval to SDDC for inclusion in their TSP performance
5666 record and maintain a copy for the duration of equipment use.

5667 12. The TSP is responsible for properly installing and maintaining the HERO
5668 certified devices. HERO certified devices shall be installed and operated in
5669 compliance with the engineering specifications documented in the HERO
5670 Certification Report specified for each model.

5671 **ITEM 113 - ESCORT/FLAGMAN/TELEPHONE SERVICE**
5672 **(MES/MEN/MET)**

5673 1. When DoD has a bona fide need for escorts/flagman/telephone service, and this
5674 service is requested or required by a shipper or regulatory agency, the
5675 applicable compensatory rates for escort vehicles/flagman/telephone service
5676 shall be:

5677 a. MES(1) \$____per mile per escort vehicle/flagman, subject to a minimum
5678 charge of MES(2) \$_____per escort vehicle/flagman. Charges will
5679 apply only to the mileage where the service is used.

5680 b. When movement hours are restricted by a regulatory agency, TSP may
5681 include an overnight subsistence charge of MEN (1) \$__per night per
5682 flagman and/or escort vehicle driver.

5683 c. When an escort vehicle or flagman is furnished by the state, county, or
5684 municipality, the TSP will advance the required charges, in accordance
5685 with Advancing Charges, Section A, VI, Para. A (pg. 71) in this
5686 publication.

5687 2. When requested, TSP will furnish mobile telephone(s) or two-way radio(s) at a
5688 charge of MET (1) \$__for each vehicle equipped. This charge will not apply
5689 when telephones/radios are required as part of a TPS described in this
5690 publication.

5691 **ITEM 115 - EXTRA LIGHTS - OVERDIMENSIONAL LOADS (ELS)**

5692 1. When a state regulatory agency requires that lights, flashing or not flashing, be
5693 placed on an over dimensional shipment, a charge of ELS (1) \$_per vehicle
5694 will apply.

5695 **ITEM 117 - IMPACTOGRAPHS (IMP)**

5696 1. When requested by shipper or consignee, impactographs shall be provided at a
5697 charge of IMP(1) \$_per loaded mile per impactograph, subject to a minimum
5698 charge of IMP(2) \$_per impactograph.

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

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1. A shipment shall be considered over dimensional (height, length, width) or “overweight” based upon legal requirements when the height, width, length, or weight exceeds the measurements stated below, as determined by any state, or other government regulatory authority whose jurisdiction the shipment will travel. All DoD and non-DoD agencies requirements involving over dimensional freight service cannot be used in conjunction with voluntary tenders and must be submitted through the electronic spot bid application. If unable to satisfy requirements through the use of electronic spot then requirements will be submitted to HQ SDDC Special Requirements Branch for negotiation.

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2. Dimension measurements include:

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a. Height: 162 inches (13 feet 6 inches) measured from the ground to the highest point of the cargo after loading.

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b. Length: 636 inches (53 feet). Over length dimensional charges will not be assessed for interstate/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.

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c. Width: 102 inches (8 feet 6 inches)

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d. Cargo that exceeds these measurements may require permits.

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3. An overweight shipment consists of any non-divisible article that requires an excess weight permit for each interstate and/or intrastate movement. Maximum highway load weight may vary from state to state. As a general rule, the maximum cargo weight that can be hauled legally without permits is 48,000 lbs. (45,000 lbs. on lowboy equipment). Federally mandated maximum weights for the National System of Interstate and Defense Highways and reasonable access thereto (IAW 23 CFR Part 658.17) states the following maximum weights:

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a. 80,000 pounds gross vehicle weight (tractor + trailer + load)

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b. 20,000 pound single axle weight

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c. 34,000 pound tandem axle weight

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4. Axle spacing is another consideration that must be taken into account when looking at Federal weight compliance. To protect bridges, the number and spacing of axles carrying the vehicle load must be calculated. Thus, a bridge weight formula is also applied to commercial vehicles in determining their compliance with Federal weight limits. The Federal bridge formula applies when the gross weight on two or more consecutive axles exceeds the limitations of the formula, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more. $W=500(LN/N-1 + 12N +$

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36); where W=overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds. L=distance in feet between the extreme of any group of 2 or more consecutive axles, and N=number of axles in the group under consideration.

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ITEM 121 - OVERDIMENSIONAL AND OVERWEIGHT PERMIT CHARGES

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1. Over dimensional freight service (520) will apply only to truckload shipments. Line haul transportation charges shall be based on the applicable truckload charge (rate qualifiers PL and PM), highest truckload minimum weight applicable to the equipment loaded by the shipper, or actual weight if in excess of the minimum weight, and accompanying truckload rate.

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2. All relevant charges directly related to over dimensional/overweight freight shipments, including costs of any special permits toll charges shall be included as part of the negotiated rate or spot bid. TSP must retain valid receipts or documentation and/or permit charge receipts to support any over dimensional or overweight charges.

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ITEM 123 - RESTRICTED SPEEDS (RSS)

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

Table 123—Restricted Speed Charges

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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) \$_____

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ITEM 125 - SPECIAL SERVICES

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1. Delays caused by the failure of the shipper to provide the following may be subject to Detention: Vehicle with Power Units, Item 21 (pg. 104), in this section, without benefit of free time.

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a. Sufficient clearance for all overhead wires in areas necessary for passage of equipment.

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b. Removal of any physical obstructions, required for the passage of shipments.

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c. Shoring.

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

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

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ITEM 127 - SURVEYING ROUTES (SRS) (Motor)

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

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

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

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

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V. GENERAL RULES FOR TANK TRUCK TRANSPORTATION

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

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ITEM 129 - ADVANCE LOADING SERVICE (ADL)

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

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

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

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

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d. If in the performance of the advance loading service, a TSP is required to travel any miles in excess of the miles which would have been traveled if the TSP's vehicle had proceeded immediately from loading point to destination, each excess mile shall be subject to a charge of ADL(2) \$ __ per mile. The term "excess miles" under this item shall be interpreted as the difference between the short route mileage from point of loading to point of unloading, versus the short route mileage from point of loading to TSP's holding point, plus the short route mileage from holding point to point of

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SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

5822 unloading. However, if the TSP holding point is located within the same 9-
5823 digit SPLC area as origin or destination, excess mileage shall be considered
5824 to be zero, and excessive mileage charges will not apply.

5825 2. Application.

5826 a. Any charges administratively determined to apply under this item shall
5827 be in addition to all other applicable charges.

5828 b. TSP who submit claims for ADL services are prohibited from charging for
5829 storage or detention.

5830 c. TSPs shall provide for a credit allowance when a tank semi-trailer is
5831 provided by the DoD.

5832 **ITEM 131 - ALLOWANCES (SPA)**

5833 1. An allowance of SPA(1) \$_____per round trip, shall be shown on the
5834 freight bill and shall be subtracted from line haul charges.

5835 2. TSP will assume all liability resulting from the possession, operation, and use of
5836 DoD equipment, except any liability resulting from defects noted in the DoD
5837 equipment prior to TSP assuming possession of the tank semi-trailer.

5838 3. The TSP shall be responsible for returning DoD-provided semi-trailers to the
5839 shipper/consignee in the same condition as received, except for ordinary
5840 wear and tear.

5841 4. When, through no fault of the TSP, a DoD-provided tank vehicle being used to
5842 transport a load is the proximate cause of a delay, any delay in excess of two
5843 hours for loading/unloading shall be charged for as provided for in detention:
5844 Vehicles with Power Units, Item 23 (pg. 107) in this section, with no further
5845 free time being allowed.

5846 **ITEM 133 - CARGO LIABILITY**

5847 1. Shipments of bulk commodities in tank truck or tank trailer service shall in no
5848 circumstances be subject to released value rates, as damage to such shipments
5849 shall be the actual value of the shipment and subject the TSP to full TSP
5850 liability.

5851 **ITEM 135 - TRANSPORTATION SERVICE PROVIDER EQUIPMENT**

5852 1. For tank truck shipments, the TSP will furnish a tank vehicle(s) that meet
5853 applicable federal safety regulations in order to safely transport bulk cargo.
5854 The TSP shall be responsible for closing and securing all hatches and valves
5855 on the tank vehicle.

5856 2. Each tank vehicle will have a clean interior, be free of product odor, substantially
5857 void of lint, and completely dry. All valves, including pop valves on the tank,
5858 shall be clean. Each tank and all of its connections and gaskets shall be leak-
5859 free. Gaskets shall be void of product odor and contamination.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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

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4. TSP will furnish proper hose equipment when required to accomplish pickup and/or delivery. See Hose (EDD/EDO/HOS/HOX), Item 147 (pg. 152), for charges.

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5. Equipment furnished for loading may be rejected if the shipper upon inspection considers the equipment unfit for transportation. Rejected equipment will not be subject to VFN charges.

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6. Any equipment furnished for any shipment that possesses greater capacity than required by the government merely for the convenience of the TSP shall be provided at no additional cost to DoD.

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ITEM 137 - CIRCUITOUS ROUTING (CTR)

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1. When CTR charges are based on distance, shipments requiring special permits shall be determined according to DTOD practical mileage.

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2. When rates are based on other than distance and out-of-route mileage is mandated by law/regulation, excess mileage shall be subject to a charge of CTR(1) _____ per mile.

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3. When CTR is used merely for TSP convenience, circuitous charges will not accrue, and transportation charges shall be calculated on shortest route mileage, regardless of mileage actually traveled.

5885

ITEM 139 - CLEANING (CLN)

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1. In the event that DoD tenders to the TSP contaminated fuel, the TSP shall be entitled to a cleaning charge of its tank truck.

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2. In such circumstances, the charge shall be CLN(1) \$_____per vehicle unit cleaned.

5889

ITEM 141 - COMPUTATION OF FREIGHT CHARGES

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1. Except as provided in Minimum Loads/Gallons, item 149, freight charges in DoD tenders governed by this publication shall be the higher rate of:

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a. TSP rate multiplied by the minimum gallons stated in the tender; or TSP rate multiplied by the temperature-corrected gallons (see Definitions, Appendix D [pg. 260]) placed in the vehicle at the time of loading and shall be determined by the loading facility through either the use of temperature-compensating meters or by manual conversion in accordance with the appropriate tables in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS)' available for purchase at <http://api-ep.api.org/>.

5900

ITEM 143 - EXPEDITED SERVICE (EXP)

5901

1. Unless otherwise specifically noted in this item, the provisions set forth in EXP,

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

5902 Item 35 (pg. 111), of this section, will apply to EXP for tank truck
5903 transportation.
5904

5905 2. Where line-haul rates are based upon a per hundredweight criteria, the EXP
5906 charge shall be the applicable line-haul rate at the highest minimum weight, or
5907 actual weight if greater, and increased 20 percent. Where line-haul rates are
5908 based upon a per mile or per vehicle used basis, the EXP charge shall be
5909 assessed at the line-haul rate plus 20 percent in addition to all other applicable
5910 charges.

5911 **ITEM 145 - FRACTIONS**

5912 1. For computation of fractions, see Section A, IV, Completing a SDDC 364-R
5913 Tender, Para. C, Section D, in this publication.

5914 **ITEM 147 - HOSE (EDD/EDO/HOS/HOX)**

- 5915 1. TSP will provide either 2- or 3-inch hose (inside diameter) upon request
5916 of the shipper/consignee, and provision of such equipment is subject to
5917 the following conditions and charges.
- 5918 a. Distance from the shipper's discharge point to TSP vehicle intake point
5919 exceeding 36 feet; or
 - 5920 b. Distance from the point of discharge of the TSP vehicle to consignee's intake
5921 point exceeding 36 feet, whichever is greater.
 - 5922 c. HOS(1) \$ _____ per foot, subject to a minimum charge of HOS(2) \$ _____.
- 5923 2. In circumstances where a specific hose is required due to special requirements
5924 of a shipment- e.g., chem-solv, stainless steel, teflon, or vitron--by the shipper
5925 and/or consignee, either 2- or 3-inch hose (inside diameter) meeting that
5926 specific need shall be provided by the TSP, and shall be subject to the following
5927 conditions and charges:
- 5928 a. Distance from the shipper's discharge point to TSP vehicle intake point
 - 5929 b. Distance from the point of discharge of TSP vehicle to consignee's intake
5930 point whichever is greater.
 - 5931 c. HOX(1) \$ _____ per foot, subject to a minimum charge of HOX(2) \$ _____.
- 5932 3. When necessary for TSP to dispatch a service truck either to origin or
5933 destination in order to provide extra hose, the following additional charges
5934 will apply:
- 5935 a. EDO(1) \$ _____ per mile, or fraction, from origin and return to the terminal,
5936 subject to a minimum charge of EDO(2) \$.
 - 5937 b. EDD(1) \$ _____ per mile, or fraction, from the terminal to destination and
5938 return, subject to a minimum charge of EDD(2) \$.
 - 5939 c. TSP will annotate BL with the terminal, origin, and destination SPLCs to
5940 verify mileage.
 - 5941 d. Driver of the service truck will assist in stringing, connecting,
5942 disconnecting, and picking up hose upon request.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

- 5943 4. Mileage shall be determined according to DTOD.
5944
5945

5946 **ITEM 149 - MINIMUM LOADS/GALLONS**

- 5947 1. Except as provided in paragraph 4 below, if a TSP is unable to furnish vehicle or
5948 specifically requested by the shipper to handle the minimum gallons stated in the
5949 TSP tender, or if the TSP furnishes a vehicle that has a capacity, when loaded,
5950 of less than the minimum load/gallon calculation gallons stated in TSP tender,
5951 the minimum shall be the actual number of gallons loaded.
- 5952 2. If a shipper requests a specific type of vehicle, and the quantity transported is less
5953 than the minimum gallons stated in TSP tender, the minimum gallon amount in
5954 the TSP tender will apply regardless of the capacity of the vehicle furnished.
- 5955 3. When federal, state, or municipal laws (except regulations and/or specifications
5956 of the New York City Fire Department) limit gross weight of the vehicle that
5957 would prohibit loading of the minimum gallons stated in the TSP tender, the
5958 minimum amount that applies under this item shall be the number of gallons
5959 permitted by applicable.
- 5960 4. If the vehicle furnished by a TSP has a greater capacity than ordered or
5961 required by a shipper, the minimum gallons stated in TSP tender will apply.

5962 **ITEM 151 - PICKUP AND DELIVERY**

- 5963 1. Line haul rates and charges in a TSP's tender will automatically include one
5964 pickup at origin and one delivery at destination. In the event that additional
5965 pickups and deliveries are required, albeit at origin, intransit, or at destination,
5966 such additional pickup and delivery service shall be subject to additional
5967 charges.
- 5968 2. Except in circumstances that involve dropped tank trailers, TSP drivers are
5969 permitted to assist the shipper or consignee when pumping service is
5970 specifically requested by the shipper or consignee, under the rules specifically
5971 provided in Item 155, Pumping Service.
- 5972 3. Pickup and delivery shall be during normal operating hours of the DoD
5973 facility involved.

5974 **ITEM 153 - PICKUP AND DELIVERY ON SATURDAYS**
5975 **(SAT) SUNDAYS OR HOLIDAYS (HOL) AND BEFORE**
5976 **OR AFTER NORMAL OPERATING HOURS (PUD)**

- 5977 1. For rules regarding pickup/delivery on Saturdays, Sundays, holidays and
5978 before/after normal operating hours, see Item 55 (pg. 116), in this section.

5979 **ITEM 155 - UNASSISTED PUMPING SERVICE (PAJ)**

- 5980 1. If a TSP is requested to perform pumping service unassisted by a shipper or
5981 consignee, a pumping equipment charge of PAJ(1) \$_per gallon will apply,
5982 subject to a minimum charge of PAJ(2) \$_____per shipment.
- 5983 2. Charges shall be based on actual gallons pumped.

SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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3. TSP will ensure that the unassisted pumping service is properly certified by the shipper or consignee and annotate on BL accordingly.

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ITEM 157 - REDELIVERY (RCL)

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1. In the event that a TSP is required to perform redelivery, the TSP will notify the consignee no later than the next business day after delivery was attempted. A consignee, or HQ Defense Logistics Agency Energy Emergency Operations Center listed in Section A, VIII, Table 2 (pg. 92), shall be notified immediately if delivery cannot be accomplished. Upon the TSP providing proper notice, if redelivery is not accomplished or if forwarding instructions are not furnished to TSP within 24-hours of the time of notice to the consignee, the shipment shall be subject to Storage charges in Section A, VI, Para. I (pg. 76) of this publication.

6000

ITEM 159 - SEALING OF TANK VEHICLES

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1. TSP shall not be permitted to charge for seals and/or locks placed on loading hatches and valves by shipper for the purpose of protecting the integrity of the shipment.

6004

ITEM 161 - SPLIT DELIVERY (SDL)

6005

1. For rules regarding SDL, see Item 71 (pg. 119), in this section.

6006

ITEM 163 - SPLIT PICKUP (SPU)

6007

1. For rules regarding SPU, see Item 73 (pg. 120), in this section.

6008

ITEM 165 - VEHICLES FURNISHED BUT NOT USED (VFN)

6009

1. For rules regarding VFN, see Item 77 (pg. 120), in this section.

6010

ITEM 167 - WATERFRONT DELIVERY (WDS)

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1. When a TSP makes deliveries to ships, boats or crafts, a charge of WDS(1) \$ per hour or fraction will be assessed subject to a minimum of WDS(2) hours.

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2. The time for waterfront delivery charges in paragraph 1 shall begin when the driver of a TSP advises the consignee that vehicle is located alongside ship and available for unloading. The time will end when released by the consignee. In the event that the total requirement for a shipment requires multiple deliveries within the same DoD installation or port, then all deliveries shall be considered as one delivery for the purposes of this item. All chargeable hours shall be annotated and certified on the TSP delivery ticket in writing by an authorized government representative.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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**SECTION C – RAIL TRANSPORTATION SERVICE
PROVIDER RULES**

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I. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER INFORMATION

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1. This part describes the general requirements for rail TSP engaged in the transportation of DoD freight. Rail TSP shall at all times comply with applicable federal statutes and regulations, or applicable state laws, when providing rail transportation on behalf of DoD 1.

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2. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1 (pg. 92).

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ITEM 169 - CAR SUPPLY

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1. TSPs shall neither require nor forbid the use of DoDX cars in a tender. Inclusion of such a provision shall render the tender null and void.

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2. TSP are permitted to store cars on an installation, subject to obtaining prior approval from a designated and authorized site representative.

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3. Notwithstanding the foregoing provisions, nothing in this item will require a TSP to accept a loaded DoDX car for transport when the rail car design does not conform to the Interchange Rules.

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4. In the event that a TSP accepts a loaded DoDX car for transport, nothing in this item or in the tender shall permit a railroad to charge different rates or pay a different mileage allowance on a loaded DoDX car accepted for transport even though its design does not conform to the Interchange Rules.

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ITEM 170 - SHIPPER REQUIREMENTS AND RESPONSIBILITIES

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1. Shipper at origin is ultimately responsible for ensuring all equipment is properly loaded and secured to railcars prior to releasing cars to TSP in accordance with AAR Open Top Loading Rules (OTLR). TSP train crews and local inspectors are not all qualified to ascertain proper securement of military equipment. TSP pulling a train does not relieve the shipper of responsibility for proper securement.

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EXCEPTION: When tiedown services are provided by the TSP, then the TSP shall bare responsibility

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2. Waybills formalize a shipment and are used to generate a freight bill". The origin Transportation Officer (TO) will ensure the commercial waybilling is completed on all freight moving by rail IAW servicing TSP requirements.

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ITEM 171 - DESCRIPTION OF ARTICLES AND INSPECTION

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1. Freight charges shall be assessed according to proper description of the freight in question. TSP has the right to inspect any shipment to determine the applicable rate based on its tenders. When the articles of the shipment are considered by the TSP to be incorrectly described on BL, the TSP shall immediately notify the shipper of the discrepancy on the applicable BL, and notate that discrepancy on the BL.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

- 6174 2. The below terms are to be used when communicating railcar loading/unloading
6175 status to any stakeholder in the logistics process. This will eliminate
6176 confusion and allow stakeholders to allocate appropriate resources to facilitate
6177 the loading/unloading efficiently and without delay or waste.
- 6178 a. "Loaded" - The specified railcar(s) have been loaded with all
6179 equipment designated for those railcar(s) **AND** secured/tied down
6180 IAW the Open Top Loading Rules (OTLR).
- 6181 b. "Inspected" - The specified railcar or group of railcars have been approved
6182 for movement by the designated Railroad inspector. This includes
6183 measurements and securement of the equipment IAW the OTLR.
- 6184 c. "Waybilled" - The specified railcar or group of railcars have been processed
6185 in the Railroad's system and have been confirmed by the railroad that 'good
6186 billing' has applied to the railcar(s) for movement.

ITEM 173 - DRIVER INSTRUCTIONS

- 6188 1. See Section B, Item 9 (pg. 101) in this publication. This section applies to any
6189 motor transportation portion or leg of a shipment considered incidental to a
6190 rail TOFC/COFC shipment. TSP will ensure at all times any leg of a shipment
6191 involving carriage of goods by a motor TSP shall be moved under the proper
6192 and lawful operating authority as required by applicable sections set forth in
6193 49 U.S.C.

ITEM 175 - PROPORTIONAL AND COMBINATION RATES

- 6195 1. Proportional rates are limited to traffic destined to, or originating at, specific
6196 points or territories. Proportional rates shall apply when the entire movement is
6197 performed by a TSP, or by a TSP performing motor transportation incidental to
6198 the rail shipment for TOFC/COFC shipments. See Definitions, Appendix D
6199 (pg. 260), for more information on proportional rates.
- 6200 2. Combination rates are determined by combining rates set forth in different
6201 applicable tenders in order to construct a through rate from one point to
6202 another. These through rate combinations may also include security services.
6203 See Definitions, Appendix D (pg. 260) for more information on combination
6204 rates.,
- 6205 3. A TSP will indicate in Section B of each tender whether rates and charges may be
6206 used as proportional rates only or whether such rates may or may not be
6207 combined with another rate.

ITEM 177 - SUBSTITUTION OF FREIGHT CARS

- 6208 1. When a car order is placed by transportation officer and the rail TSP is unable to
6209 furnish a car of the length and/or capacity ordered, the rail TSP, for its own
6210 convenience, may substitute a car of greater length and/or capacity; or may
6211 substitute two or more cars which equal or exceed the length and/or capacity of
6212 the car ordered. The cars replacing those ordered must contain the same
6213 equipment, i.e., with chain tie-down devices, as the cars originally ordered. For
6214 example, if a transportation officer orders two (2) 89-foot flatcars with chain
6215 tie-down devices, a rail TSP, for its own convenience, may substitute three (3)
6216 60-foot flatcars with chain tie-down devices; or, as another example, a rail TSP
6217 may substitute two (2) 89-foot flatcars in lieu of one (1) bi-level car ordered.
6218

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

The freight charges shall be assessed on the basis of the car(s) ordered.

2. In order to differentiate between cars which are furnished for substitution and cars which are furnished to order, the transportation officer will annotate on the bill of lading both the size of the car(s) ordered and the size of the car(s) furnished. When shipments are to be made in closed cars exceeding 4,150 cubic feet capacity, both the length and cubic capacity of the car(s) ordered and the car(s) furnished shall be shown on the bill of lading. The substituted cars shall be designated on the bill of lading by car numbers.
3. A TSP shall be prohibited from accepting rail car orders from any party other than SDDC's Fleet Management contractor, unless otherwise specified in writing by authorized SDDC personnel.

ITEM 179 - SWITCHING AND TRANSFER SERVICES

1. Voluntary Tenders: TSP shall submit joint and/or single line tender rates that include all charges for switching (IAW DTR Section 201 p.14 Paragraph R, Switching Or Customer Sidetrack Agreements) drayage, other transfer services (including river crossings or ferry service) at origin/destination, intermediate interchanges, and stations, for shipments handled through these intermediate points, which are not stopped for special services at those intermediate points or interchange stations.
 - a. Negotiated Tenders: The TSP shall make HQ SDDC Special Requirements aware of any switching or customer sidetrack agreements and/or services/accessorials always required at specified origin/destination not accounted for on the initial solicitation. Notification of known requirements must be made prior to solicitation closing date/time to accommodate solicitation amendment procedures.
 - i. For instances where requirements are determined during execution of the rail movement the TSP shall be entitled to submit an invoice charge via TPPS eBill for services/accessorials provided.

NOTE: For these purposes execution of the rail movement starts when TSP begins movement of empty rail cars to support the movement.

- b. TSP shall be entitled to submit an invoice charge via TPPS eBill for switching requirements that exceed switching or sidetrack agreements as a result of origin/destination restrictions.

II. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER RULES

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- 6259 1. This part sets forth requirements a TSP will follow when providing rates for
6260 services offered when handling, storing, or transporting any type of DoD
6261 freight. Rules contained in this part shall be followed in order for TSP to
6262 continue as a SDDC approved TSP.

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ITEM 180 - RAIL IN-TRANSIT VISIBILITY (RAIL ITV) REPORTING

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1. All rail transportation service providers (TSPs) shall provide in-transit visibility (ITV) of cars of military interest on their tracks, in their bailment, or delivered by them to a point of loading or unloading.

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2. Where particular circumstances (e.g. trackage rights, haulage, reciprocal switching, switching & terminal trackage, etc.) mean that paragraph 1 tasks two or more TSPs to provide ITV of the same car, only one TSP need provide ITV. The Government is neutral as to which TSP provides ITV, but will look to the tendering TSP, or, if no tender is involved, the TSP having bailment, to correct the situation if ITV is not provided or is repeatedly provided incorrectly.

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3. “Cars of military interest” are those cars that meet one or more of the following:

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- a. Cars, loaded or empty, and locomotives with DoDX, USAX, USNX, DAFX or reporting marks to include cars stenciled “for military service only.

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- b. Loaded cars moving to or from a military installation.

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- c. Cars loaded by a military shipper.

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- d. Cars loaded with the following Standard Transportation Commodity Codes (STCCs) being reported on the Bill of Lading:

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i. 19 *** **

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ii. 34 411 18

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iii. 35 484 20

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iv. 36 612 40

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v. 37 114 **

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vi. 37 324 20

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vii. 41 111 12

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viii. 41 111 52

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ix. 41 111 54

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x. 41 111 70

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xi. 41 117 10

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- e. Empty cars nominated for loading or moving to be loaded on a military installation or by a military shipper.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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4. Rail TSPs shall have no obligation to provide ITV for:

6298 a. Movements after cars are reported as “Placed to Patron,” i.e., on
6299 installation movements.

6300 b. Intermodal movements when commercial terminals are used for both
6301 loading and unloading.

6302 5. Reporting of rail ITV by TSPs shall be performed by using Car Location
6303 Messages (CLMs) and EDI 214 transactions as indicated in Section A –
6304 Transpiration Service Provider General Rules Para III subsection B. TSPs
6305 may provide CLMs directly, through Railine Corporation, or through Value-
6306 Added Resellers (VARs). The CLM format to be reported is “Y – Custom
6307 ETA with Years.”

6308 6. CLMs shall be delivered to SDDC’s Managed File Transfer Server (MFTS)
6309 using Secure File Transfer Protocol (SFTP) or other mutually agreeable
6310 secure means of transmission.

6311 7. If batched, CLMs shall be delivered at least every 4 hours between the
6312 hour and quarter past the hour at 0200, 0600, 1000, 1400, 1800, and
6313 2200 CST.

ITEM 181 - BLOCKING, BRACING AND TIE DOWN SERVICES FOR VEHICLES AND MILITARY TRACTOR TANKS (BLK)

6316 1. When requested by shipper, line haul rates submitted in a rail tender for
6317 vehicles and Military tractor tanks shall include blocking, bracing, and tie
6318 down (including materials and inspector) services on railcars.

6319 2. Charge: BLK (1) \$ ___ Per Car. Option: Enter “\$0.00” to perform at no charge.

ITEM 183 - COMPUTATION OF TANK CAR FREIGHT CHARGES

6321 1. The applicable freight charges for tank car shall be considered to be the
6322 greater of (except for those circumstances specifically provided for under
6323 the Exception provision in paragraph 2):

6324 a. The amount computed by multiplying the rail TSP rate by the minimum
6325 gallons stated in a TSP’s applicable tender.

6326 b. The amount computed by multiplying TSP rate by the temperature-
6327 corrected gallons placed in the tank car at time of loading. Temperature-
6328 corrected gallons shall be calculated by the loading facility through use of
6329 temperature- compensating meters or by manual conversion IAW
6330 appropriate tables contained in the most recent edition of the API Manual
6331 of Petroleum Measurement Standards (MPMS) at the time of shipment.

6332 2. Exception: upon request, when the quantity transported is less than the
6333 minimum gallons stated in TSP tender, the minimum gallon amount in the
6334 TSP tender will apply regardless of the capacity of the vehicle furnished.

ITEM 185 - CRANE AT ORIGIN (500)

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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1. The type of crane at origin of a shipment shall be determined by the specific requirements of the applicable shipment by the shipper. (i.e., weight of shipment/item). When requested by a shipper, a TSP will provide crane service. Charge: 500 (1) \$_____per Hour. Option: Enter “\$0.00” to perform at no charge.

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ITEM 187 - CRANE OPERATOR AT ORIGIN (505)

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1. When requested by a shipper, a TSP will provide a qualified crane operator at origin for the period (based on hours of operation) requested by a shipper. Charge: 505 (1) \$_____per Hour. Option: Enter “\$0.00” to perform at no charge.

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ITEM 189 - CRANE AT DESTINATION (495)

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1. The type of crane at destination shall be determined by the specific requirements of the shipment. (i.e., weight of shipment/item) as determined by the consignee. When requested by the consignee, TSP will provide crane service. Charge: 495 (1) \$___ per Hour. Option: Enter “\$0.00” to perform at no charge.

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ITEM 191 - CRANE OPERATOR AT DESTINATION (490)

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1. When requested by consignee, a TSP will provide a qualified crane operator at destination for the period (based on hours of operation) specified by the shipper. Charge: 490 (1) \$___per Hour. Option: Enter “\$0.00” to perform at no charge.

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ITEM 193 - DEDICATED SWITCH ENGINE AT ORIGIN (LME)

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1. A TSP will provide a dedicated switch engine to move railcars at origin upon request by the shipper. Charge: LME (1) _per engine, per day. Option: Enter “\$0.00” to perform at no charge.

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ITEM 195 - DEDICATED SWITCH ENGINE AT DESTINATION (LMD)

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1. TSP will provide a dedicated switch engine utilized to move railcars at destination upon request by the consignee. Charge: LMD (1) _____per engine, per day. Option: Enter “\$0.00” to perform at no charge.

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ITEM 197 - DEDICATED SWITCH ENGINE CREW AT ORIGIN (LTE)

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1. When requested by a shipper, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at origin. Charge: LTE (1) \$___per shift, of eight hours work. Option: Enter “\$0.00” to perform at no charge.

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ITEM 199 - DEDICATED SWITCH ENGINE CREW AT DESTINATION (LFD)

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1. When requested by a consignee, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at destination.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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Charge: LFD (1)
\$_____per shift, of 8 hours' work. Option: Enter "\$0.00" to perform at no charge.

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ITEM 201 - DEMURRAGE (STRAIGHT) (DEM)

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1. A serving railroad notice of arrival shall be provided to the consignee within 24 hours (except Federal holidays) of actual arrival time. When required notice of arrival is not given within 24 hours of arrival, time shall be computed from the first 12:01 AM after notice was actually given or after placement, whichever is earlier. The notice to be provided to the consignee will include:
 - a. Car initials and number
 - b. Commodity
 - c. Hold point, if the rail car is constructively placed short of the billed destination
2. Free time shall be computed from the first 12:01 AM after actual or constructive placement and Federal holidays shall be excluded in computing free time. Free time shall be allowed for each car as follows:
 - i. DEM (1) _____hours for loading.
 - ii. DEM (2) _____hours for unloading.
3. After expiration of free time, the following charges per car per day or fraction thereof shall be assessed until car is released.
 - a. DEM (3) \$_____for each of the first four days.
 - b. DEM (4) \$_____for each of the next two days.
 - c. DEM (5) \$_____for each subsequent day.
4. Termination of Demurrage.
 - a. Demurrage will terminate when a shipper or a consignee notifies authorized rail personnel that the rail car is available. The shipper or consignee will provide information to the serving railroad that includes the identity of the shipper or consignee, party furnishing the data and car initial and number. A serving railroad shall maintain information provided by the shipper or consignee, as well as the date, time of receipt, and identity of party receiving the information. The recorded date and time will govern release of car.
5. Releasing railcars will be completed by using serving railroad electronic tools. If that is not available or practical, an email to the POC at the serving railroad that manages the railcars will be acceptable. When the same car is unloaded and reloaded, each transaction shall be treated as independent of the other. In such circumstance, free time for reloading will not begin until 12:01 AM after completion of unloading and notification is given to railroad IAW paragraph 4 above.
6. Time for loaded or empty cars delivering on interchange tracks where DoD/contractor personnel perform the switching shall be computed beginning at 12:01 AM after actual or constructive placement occurs, and shall continue until the rail cars are returned to the same or another interchange track and notification is given IAW paragraph 4 above.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

- 6420 7. When a railroad provides two or more cars for its own convenience in lieu of the
6421 car(s) ordered by a shipper, any demurrage charge that might accrue shall apply
6422 only to the number of car(s) actually ordered.
- 6423 8. Under no circumstances shall a serving railroad charge demurrage charges in
6424 situations where the railcars are DoD owned or DoD leased cars, and rail cars
6425 are located on DoD owned or DoD contractor-owned rail tracks
- 6426 9. When DoD owned rail cars are located on railroad owned tracks for the
6427 convenience of the railroads, that period shall be eliminated when computing
6428 demurrage charges. DoD owned cars that are located on railroad-owned tracks
6429 at the request of shipper or consignee shall be subject to demurrage charges as
6430 provided in this item.
- 6431 10. When a serving railroad is unable to load, unload, receive, or dispatch to
6432 another railroad because of a railroad strike, the following will apply:
- 6433 a. The time from 12:01 AM after interference begins until 12:01 AM after
6434 interference ceases shall be excluded by serving railroad when
6435 computing and filing a claim for demurrage.
- 6436 b. The time immediately preceding and time immediately subsequent
6437 to the interference shall be consolidated into one period of
6438 detention.
- 6439 c. When by reasons of delay or irregularity in filling orders, or as the result of
6440 an act or neglect of the railroad or because of weather interference
6441 described in paragraph 11 below, cars are bunched and placed for loading
6442 or unloading in accumulated numbers in excess of the daily placing as
6443 ordered or in excess of the number daily received, the Government shall be
6444 allowed such free time for loading or unloading as it would have been
6445 entitled to had the cars not been bunched. A claim, in writing, within thirty
6446 (30) days of receipt of demurrage bill must be presented to the railroad,
6447 certifying initial and number for each car in the bunching claim.
- 6448 11. In circumstances where severe weather conditions (floods, earthquakes,
6449 hurricanes, tornadoes, or similar “acts of God”) make it impractical or
6450 otherwise, impossible to load or unload a shipment, the duration in time of the
6451 severe weather condition shall be eliminated in computing demurrage,
6452 provided the shipper/consignee advises the serving railroad of the nature and
6453 expected duration of the weather interference at or/prior to the time the rail
6454 car is released.
- 6455 12. In circumstances involving abnormal traffic patterns or unusual scenarios, the
6456 applicable demurrage provisions for facilities and shipment that require
6457 specifics considerations shall be negotiated in advance between authorized
6458 representatives of SDDC and the TSP.

6459 **ITEM 203 - DRAYAGE AT ORIGIN (DPE)**

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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- 1. When requested by a shipper, a TSP will provide the labor/drayage services at origin to transport equipment to designated location. Charge: DPE (1) \$ ___per Vehicle. Option: Enter "\$0.00" to perform at no charge.

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ITEM 205 - DRAYAGE AT DESTINATION (DPD)

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- 1. When requested by a consignee, a TSP will provide the labor/drayage services at destination to transport equipment to designated location. Charge: DPD (1) \$ ___per Vehicle. Option: Enter "\$0.00" to perform at no charge.

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ITEM 207 - EMPTY CARS ORDERED BUT NOT USED (ECS)

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- 1. A TSP shall be entitled to submit an invoice charge for railroad-furnished rail cars that exceed the allotted threshold for railcars that were ordered by a shipper/consignee but not used. Such charges shall only be owed if the order for those empty railcar(s) were not canceled prior to commencing movement towards loading destination. Such charges shall not exceed the Per Car (PC) line haul rate associated with same order— Charge: ECS (1) \$ ___per Car. Option: Enter "\$0.00" to perform at no charge.

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- a. Threshold Determination: Take the Railcars ordered and then subtract the Railcars used for a difference in ordered versus used. Take the difference in ordered versus used and then subtract the applicable threshold amount to give you the Railcars that may be charged for ordered not used.

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- b. Thresholds:

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Railcars Ordered.....	Threshold
1-50.....	5 Railcars
51-100.....	7 Railcars
101-150.....	10 Railcars
151-300.....	15 Railcars
>300.....	20 Railcars

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- c. Examples:

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- i. A shipper orders 600 Railcars and loads, then ships 550 railcars. This gives you a difference in ordered versus used of 50 railcars. Subtract the applicable threshold (>300) of 20 railcars to get 30 railcars that may be charged as ordered not used.

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- ii. A shipper orders 75 railcars and loads, then ships 70 railcars as a single unit train. This gives you a difference in ordered versus used of 5 railcars. Subtract the applicable threshold (50-100) of 7 railcars and you get a negative 2 railcars. There is no charge for ordered not used.

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- iii. A shipper orders 250 railcars for an upcoming move. The empty railcars are in transit to their loading destination when the move is cancelled. Take the 250 railcars and subtract the applicable threshold (150-300) of 15 railcars to get 235 railcars that may be charged for ordered not used.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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iv. A shipper orders 120 railcars for an upcoming move. The move is canceled and everyone notified before the empty railcars depart for their loading destination. There is no charge for ordered not used.

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2. TSP shall be entitled to submit an invoice charge for a railroad-furnished (car that was ordered by a shipper/consignee but not used, but such charges shall only be owed if the order for those empty rail car(s) was not canceled prior to car commencing movement.

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3. The provisions of this item shall not be applicable to:

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a. Where a rail car is located at the time of the order at rail yard(s) or storage track(s) that service the shipper's facility;

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b. Where rail cars are moved or are placed merely for the convenience of the TSP, or where the rail car is refused by a shipper as unfit for loading or in a defective mechanical condition.

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c. In situations involving consecutive empty movement that result from a shipper ordering but not utilizing DoDX cars, charges shall be submitted in TSP's tender.

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4. A TSP shall be entitled to submit an invoice charge for a railroad-furnished (car that was ordered by a shipper/consignee but not used, but such charges shall only be owed if the order for those empty rail car(s) was not canceled prior to car commencing movement.

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5. The provisions of this item shall not be applicable to:

6527

a. Where a rail car is located at the time of the order at rail yard(s) or storage track(s) that service the shipper's facility;

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b. Where rail cars are moved or are placed merely for the convenience of the TSP, or where the rail car is refused by a shipper as unfit for loading or in a defective mechanical condition.

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c. In situations involving consecutive empty movement that result from a shipper ordering but not utilizing DoDX cars, charges shall be submitted in TSP's tender.

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ITEM 209 - FREIGHT ALL KINDS - STCC NUMBER 4611125

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1. Freights All Kinds (FAK) consists of commodities TSP offer to transport at one inclusive rate or charge in their tender.

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2. The following listed commodities are prohibited from being included as FAK:

6539

a. Narcotics and dangerous drugs

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b. Ammunition and explosives (Class 1)

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c. Radioactive materials

6542

d. Etiologic agents

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e. Crated household goods or personal effects

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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- 6548 f. Live animals
- 6549 g. Bulk commodities
- 6550 h. Corpse(s)
- 6551 i. Currency
- 6552 j. Coins
- 6553 k. Precious metals
- 6554 l. Food, fresh, frozen, or requiring refrigeration or other protective service
- 6555 m. Postage stamps or stamped envelopes
- 6556 n. Military tractor tanks and tracked vehicles
- 6557 o. Hazardous materials and hazardous waste
- 6558 p. Railway equipment moving on own wheels not in interchange service
- 6559 q. Military impedimenta in exercise movements or troop movements
- 6560 r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
- 6561 s. Vehicles (self-propelled)
- 6562 t. Engines
- 6563 u. Missiles or Rockets

- 6564 3. A TSP that files FAK tender rates may not restrict the application of such rates
- 6565 to certain commodities. All rate tender filling FAK rates under the description
- 6566 "Freight All Kinds" (4611125) shall be understood to include any
- 6567 commodities except those items specifically excluded in the list above.
- 6568 4. Except as otherwise required by regulation or applicable law, shipments
- 6569 that are described on BLs as FAK (4611125) will not be described in any
- 6570 further detail concerning the specific commodity involved for that
- 6571 particular shipment.
- 6572 5. Shipments that contain both FAK and non-FAK commodities shall be regarded
- 6573 as a single shipment for the purpose of a TSP assessing charges, and therefore
- 6574 such shipments shall be subject to the Mixed Shipment rule, Item 233 (pg. 174),
- 6575 within this section.

6576 **ITEM 211 - FREIGHT ALL KINDS - STCC NUMBER 4611121**

- 6577 1. Freight All Kinds (FAK), STCC Number 4611121, which includes crated
- 6578 household goods or personal effects, consists of those commodities a TSP
- 6579 offers to transport at one inclusive rate or charge.
- 6580 2. The following commodities may not be included as FAK:
- 6581 a. Narcotics and dangerous drugs

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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b. Ammunition and explosives (Class 1)

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c. Radioactive materials

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d. Etiologic agents

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e. Live animals

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f. Bulk commodities

6590

g. Corpse

6591

h. Currency

6592

i. Coins

6593

j. Precious metals

6594

k. Food, fresh, frozen, or requiring refrigeration or other protective service

6595

l. Postage stamps or stamped envelopes

6596

m. Military tractor tanks and tracked vehicles

6597

n. Hazardous materials and hazardous waste

6598

o. Railway equipment moving on own wheels not in interchange service

6599

p. Military impedimenta in exercise movements or troop movements

6600

q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers

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r. Vehicles (self-propelled)

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s. Engines

6603

t. Missiles or Rockets

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3. TSP moving FAK under this Item must comply with Item 209, paragraphs 3-5.

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4. DPM shipments transported under FAK STCC 4611121 shall be released at full value (FRV) replacement for loss/damage of the shipments while in their possession. FRV liability is the equal to greater of; (1) \$5,000 per shipment or (2) \$4.00 x the net weight of the household goods shipped or \$4.00 x the gross weight of the unaccompanied baggage shipped, in pounds not to exceed \$50,000.

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ITEM 213 - FREIGHT ALL KINDS - STCC NUMBER 4611123

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1. Freight All Kinds (FAK), STCC number 4611123, consists of those commodities a TSP offer to transport at one inclusive rate or charge.

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2. The following commodities may not be included as FAK:

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a. Narcotics and dangerous drugs

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b. Ammunition and explosives (see paragraph 3 below for exception)

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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c. Radioactive Materials

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d. Etiologic Agents

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e. Crated household goods or personal effects

6623

f. Live Animals

6624

g. Bulk Commodities

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h. Corpses

6626

i. Currency

6627

j. Coins

6628

k. Precious Metals

6629

l. Food, fresh, frozen, or requiring refrigeration or other protective service

6630

m. Postage stamps or stamped envelopes

6631

n. Military tractor tanks and tracked vehicles

6632

o. Railway equipment moving on own wheels not in interchange service

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p. Military impedimenta in exercise movements or troop movements

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q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers

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r. Vehicles (self-propelled)

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s. Engines

6637

t. Missiles or Rockets

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3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.

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4. Must comply with Item 209, paragraphs 3-5.

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ITEM 215 - FREIGHT ALL KINDS - STCC NUMBER 4611122

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1. FAK, including crated household goods and personal effects, consists of those commodities TSP offer to transport at one inclusive rate or charge.

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2. The following commodities may not be included as FAK:

6646

a. Narcotics and dangerous Drugs

6647

b. Ammunition and Explosives (see paragraph 3 below for exception)

6648

c. Radioactive Materials

6649

d. Etiologic Agents

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e. Live Animals

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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f. Bulk Commodities

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g. Corpses

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h. Currency

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i. Coins

6658

j. Precious Metals

6659

k. Food, fresh, frozen, or requiring refrigeration or other protective service

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l. Postage stamps or stamped envelopes

6661

m. Military tractor tanks and tracked vehicles

6662

n. Railway equipment moving on own wheels not in interchange service

6663

o. Military impedimenta in exercise movements or troop movements

6664

p. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers

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q. Vehicles (self-propelled)

6666

r. Engines

6667

s. Missiles or Rockets

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3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.

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4. Must comply with Item 209, paragraphs 3-5.

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5. DPM shipments transported under FAK STCC 4611122 shall be released at full replacement value (FRV) of item(s) up to \$50,000.

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ITEM 217 - INCENTIVE SCHEDULED DELIVERY (GDS)

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1. Incentive Scheduled Delivery (GDS) is a service offered by the TSP on their voluntary tender that guarantees on time arrival of the shipment. Failure to meet RDDs does not normally establish grounds for recovery of damages resulting from late delivery of a TSP.

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2. A TSP who wishes to offer guaranteed delivery service in their tender shall complete the paragraph set forth below, and forward to the installation requesting GDS. A copy of the below statement will also be sent by e-mail to usarmy.scott.sddc.mbx.omb-for_negotiations-team. The statement will include origin, destination and tender number that would be applicable to the guaranteed delivery service. Shipments under this tender have a normal transit time from origin to destination of GDS (1) __ days, including the day of departure and day of arrival. Shipments that have been designated by origin and destination under this tender are guaranteed to arrive within a transit time of GDS (2)

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_____ days, which shall include the day of departure and day of arrival. In the event a portion or all of the shipments under this tender, have a longer transit time than stated in GDS (2), the TSP agrees that GDS charges shall be reimbursed to the shipper through the currently authorized Third Party Payment System (TPPS) for an amount equal to twice

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

6692 the amount of the base transportation charges for the late shipments. This
6693 guarantee is provided at an added charge of GDS
6694 (3) \$_____per car for all cars moved under the tender.

6695 3. The TSP shall tender the executed statement set forth above and agree to provide
6696 GDS service prior to pickup of any shipment(s), as agreed upon and
6697 coordinated with shipper. TSP may agree on its own to service after shipment
6698 has been picked up. If GDS is requested by shipper after the initial TSP accepts
6699 delivery at origin, and the shipment is now with and interlining TSP, interlining
6700 TSP may bill a separate and independent bill under the currently authorized
6701 TPPS. If interlining TSP bills for GDS, documentation, by BL and railcar
6702 number, of what car received this service shall be provided by the interlining
6703 TSP.

6704 **ITEM 219 - HEATER/REFRIGERATOR SERVICE (HRS)**

6705 1. Upon request by shipper, a TSP will provide Heater/Refrigerator Service (HRS)
6706 to protect a shipment from heat or cold. Conditions and charges for heater or
6707 refrigerator service will apply for shipper or TSP owned rail cars, trailers or
6708 containers containing mechanical temperature controlling devices. When heater
6709 service is requested by a shipper, the service shall not include the furnishing of
6710 alcohol or other auxiliary heaters.

6711 2. Conditions:

6712 a. Any temperature specified by the shipper to protect the contents of the
6713 shipment concerning a certain temperature, or a temperature range, shall be
6714 maintained by TSP during the entire shipment.

6715 b. When two, TSP-owned trailers/containers are substituted for a
6716 refrigerator car ordered by the shipper, TSP may only charge for the
6717 refrigerator car that was ordered.

6718 c. Any detention of rail cars that are equipped with mechanical temperature
6719 controlling devices are subject to the free time and demurrage provisions set
6720 forth in Item 203 (pg. 165) of this part. Detention of trailers or containers in
6721 TOFC/COFC service equipped with mechanical temperature controlling
6722 devices are subject to the free time and detention provisions in Detention of
6723 Vehicles, Item 253 (pg. 181), in this section.

6724 3. Charges. When heater or refrigerator service is provided, charge shall be as follows:

6725 i. HRS (1) \$_____per highway mile, subject to a minimum charge of

6726 ii. HRS (2) \$_____per conveyance.

6727 **ITEM 221 - IDLER CAR (IDC)**

6728 1. TSP tenders for shipments that require one or more idler cars may provide
6729 for an accessorial service charge of IDC (1) per idler car in addition to
6730 other applicable transportation charges.

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6733**ITEM 223 - INTERNATIONAL STANDARD ORGANIZATION
(ISO) CONTAINER SHIPMENTS**6734
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1. For shipments involving International Standard Organization (ISO) container shipments, not more than four ISO containers are permitted to be loaded on flat cars that do not exceed 89-feet, 4-inches in length. If TSP is unable to furnish a sufficient number of rail cars to transport four containers, the TSP may furnish rail cars with less than four positions. Charges shall be assessed on the shipment as if a sufficient number of four position cars were furnished. Example: For a shipment of 12 ISO containers, a TSP is permitted to furnish four, 3-position cars in lieu of three, 4- position cars, however charges shall be assessed as if three, 4-position cars were furnished.

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2. These movements will apply only from/to private sidings or locations where facilities exist.

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6746**ITEM 225 - LOADING (LDA)/UNLOADING (LDL) BY
TRANSPORTATION SERVICE PROVIDER**6747
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1. When Loading (LDA) or Unloading (LDL) services are requested by a shipper, TSP will ensure cargo is properly loaded and/or unloaded in a safe manner. This item shall apply to shipper requests to load/unload freight, as well as instances where the shipper requests that the TSP load vehicles under their own power onto a rail car.

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i. TSP requested to load freight or drive vehicles under own power onto railcars— Charge: LDA (1) \$ ___per Car. Option: Enter “\$0.00” to perform at no charge.

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ii. TSP requested to unload freight or drive vehicles under own power off railcars—Charge: LDL (1) \$ _____per Car. Option: Enter “\$0.00” to perform at no charge.

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6759**ITEM 227 - MATERIALS (AAM)**

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1. A TSP will provide proper materials to safeguard and protect DoD freight. TSP are required as a matter of law to utilize specified materials for certain shipments pursuant to applicable safety regulations concerning federal safety regulations concerning the blocking, bracing and tie-down of freight.

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2. TSP will ensure materials provided (to include pallets, crates, boxes, reels, dunnage, frames, and cleats) meet the phytosanitary requirements stated in DoD 4140.01-M-1.

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3. Charge: AAM (1) \$ ___per Car. Option: Enter “\$0.00” to perform at no charge.

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4. This Item is intended to authorize a charge for the material to secure the freight in accordance with AAR rules, when the material is not supplied by the shipper.

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6771**ITEM 229 - MILEAGE ALLOWANCES**

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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1. The mileage allowances set forth in the Freight Tariff RIC 6007-M, “Mileage Allowances and Rules Governing the Handling and Payment of Mileage: Also Charges on Cars of Private Ownership” issued by American Short Line and Regional Railroad Association, shall be the minimum standard that shall be accepted by DoD for use of DoD owned rail cars. The following provisions shall apply to cars lettered DoDX, USAX, USNX, or DAFX:

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a. Mileage allowances shall be paid for all mileage of all movements, loaded or empty, which generate any transportation revenue for the TSP.

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b. Mileage allowances shall be paid at specified rates in US dollars, regardless of where the mileage is accumulated.

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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

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d. If the Government’s efforts to collect correct mileage charges from other TSP— including short lines, regionals, Class 1 railroads, and switching and terminal roads—are unsuccessful, the tendering TSP shall pay the shortfall upon request of the Government.

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ITEM 231 - MILITARY TRAFFIC EXPEDITING SERVICE (MTX)

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1. Military Traffic Expediting Service (MTX) provides the US Government with intransit visibility (ITV) by linking a specific military shipment on a specific rail car with associated Car Location Messages (CLMs). CLMs are generated by the railroads for all cars, loaded or empty, as they move. MTX is mandatory for all DoD rail shipments

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2. MTX is an automated ITV tracking service provided by the TSP for the military carload shipments of unclassified cargo, which do not require seals or terminal inspections. MTX service shall be provided automatically by the TSP without cost.

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3. TSP has the option to reject a shipment if BL indicates MTX service has not been requested for shipments, which require RIS.

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ITEM 233 - MIXED SHIPMENTS (Not applicable to mixed shipments tendered as FAK)

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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1. This item shall not apply to mixed shipments tendered as Freight All Kinds (FAK). When a number of different articles are consolidated for shipment at one time, the appropriate charges shall be assessed at the actual or authorized weight and rate applicable to each specified article.

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2. The minimum weight shall be applied to the largest article and any deficit shall be charged at the tender rate applicable to the smallest article.

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3. In no event shall the total charges on a mixed shipment exceed the charges that would have applied had articles been shipped separately.

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4. Charges for mixed shipments shall be determined according to schedule in tender section of this publication.

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ITEM 235 - PORTABLE RAMPS AT ORIGIN (PRO)

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1. When requested by shipper, a TSP will provide one or more portable ramps at origin to make transition from ground to end of a string of flat cars.

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a. Charge: PRO (1) \$____per Ramp, complete. Option: Enter “\$0.00” to perform at no charge.

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b. PRO (2) \$____per Bi-level Ramp, complete. Option: Enter “\$0.00” to perform at no charge.

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ITEM 237 - PORTABLE RAMPS AT DESTINATION (PRD)

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1. When requested by consignee, a TSP will provide one or more portable ramps at destination to make transition from end of a string of flat cars to ground. Charge:

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a. PRD (1) \$____per Ramp. Option: Enter “\$0.00” to perform at no charge.

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b. PRD (2) \$____per Bi-level Ramp, complete. Option: Enter “\$0.00” to perform at no charge.

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ITEM 239 - RELEASE VALUE RATES

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1. For specific information regarding release value rates, see Section A, IV, Completing a SDDC 364-R Tender, in this publication, which shall be considered as fully incorporated within this item.

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ITEM 241 - RETURN OF EMPTY CONTAINERS AND/OR PALLETS (RMC)

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1. Line haul rates in TSP tenders may include the return of empty containers and/or pallets, (RMC), subject to the following conditions:

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a. Not less than two inbound shipping documents shall be provided to an inbound TSP with a BL covering a return movement.

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b. The BL governing the return shipment of empty containers and/or pallets will indicate which car(s) contains empty containers and/or pallets.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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6851 c. Charges for stop-off in transit, reconsignment or diversion will not be
6852 permitted on return movements of empty containers and/or pallets (RMC).

6853 2. For more specific information concerning tendering a rate for services for RMC,
6854 a TSP will refer to Section A, IV, Completing a SDDC 364-R Tender, for
6855 instructions. Option: Enter “\$0.00” to perform at no charge.

6856 **ITEM 243 - SECURE AND RELEASE LOADS (UBL)**

6857 1. A TSP shall provide proper blocking, bracing and tie-down devices upon
6858 request by shipper or receiver, and shall comply with industry standard, as
6859 referenced in SDDC Transportation Engineering Agency (TEA) Pamphlet 55-
6860 19 and AAR Open Top Loading Rule, and as otherwise required by federal
6861 safety regulations.

6862 a. UBL (1) Secure chain tiedown loads, including supplying missing
6863 shackles and rings.

6864 b. UBL (2) Secure non-chain tie-down loads, including supplying all
6865 locking and bracing materials.

6866 c. UBL (3) Releasing chain tie-down loads, including stowing chains so they
6867 do not get run over or fall outside of car.

6868 d. UBL (4) Releasing non-chain tie-down loads, including removing all
6869 blocking and bracing materials.

6870 2. Charges:

6871 a. Charge: UBL (1) \$_____per car. Option: Enter “\$0.00” to perform at no charge.

6872 b. Charge: UBL (2) \$_____per Car. Option: Enter “\$0.00” to perform at no charge.

6873 c. Charge: UBL (3) \$_____per Car. Option: Enter “\$0.00” to perform at no charge.

6874 **ITEM 245 - TECHNICAL ASSISTANCE FOR LOADING**

6875 **RAILCARS (RDH)**

6876 1. When requested by a shipper, a TSP may furnish an adviser/instructor who
6877 provides technical assistance for loading railcars (RDH) by training
6878 government personnel regarding the proper/correct procedures according to
6879 federal regulations concerning loading and/or securing freight onto railcars.
6880 Under this item, the advisor/instructor shall not perform any other physical
6881 function involving loading/unloading freight on railcars.

6882 a. Charge: RDH (1) \$_____per car. Option: Enter “\$0.00” to perform at no charge.

6883 **ITEM 246 – TSP TO UNBLOCK, UNBRACE AND /OR UNTIE (TER)**

6884 1. When requested by the shipper , line haul rates submitted in a rail tender for
6885 vehicles and military tractor tanks shall include unblocking, unbracing, and/or
6886 removal of tie down on railcars.

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6890 2. Charge: TER (1) \$_____ Per Car. Option: Enter "\$0.00" to perform at no charge.

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ITEM 247 - WEIGHT ALLOWANCES

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1. The term "dunnage" includes any items commonly referred to as temporary blocking, flooring, lining, racks, standards, strips, stakes or similar bracing or supports that are not part of a shipping package, container or conveyance.

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a. Gross weight of shipments and actual dunnage weight shall be stated separately.

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b. Shipments that are loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) shall be provided an allowance for the actual weight of dunnage, which shall not to exceed 2,000 pounds per car in the shipment.

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c. Shipments that are loaded in ISO containers or trailers/containers on flat cars (TOFC/COFC) shall be provided an allowance for the actual weight of dunnage, which shall not to exceed 500 pounds per ISO containers, trailer, or container.

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d. Any actual weight of dunnage that exceeds the maximum limitations set forth in paragraphs 1b and 1c above shall be assessed for the weight of the dunnage at the cost of transporting the cargo. If a mixed shipment is involved, the actual weight of any excess dunnage shall be assessed at rates applicable to lowest rated article in the shipment.

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e. In no event shall any allowance be made for dunnage used in connection with bulk freight in closed cars at rates applicable to the article being transported.

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2. The term "pallets" as used in this item shall include items commonly referred to as 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.

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a. Gross weight of shipments and actual pallet weight must be stated separately.

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b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) shall be provided an allowance for the actual weight of pallets, which shall not exceed 2,000 pounds per car in the shipment.

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c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC) shall be provided a weight allowance for the actual weight of the pallets, which shall not exceed 800 pounds per ISO containers, trailer or container, and which shall be also subject to a maximum weight allowance of 2,000 pounds per car for the shipment.

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d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b and 2c above shall be assessed at the rates applicable to article being transported. For mixed shipments, the excess weight shall be assessed at rates applicable to lowest rated article in shipment.

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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e. When material that is not part of the pallet is utilized to protect the top of lading or to otherwise secure the load of the pallet, an allowance shall be made for weight of the pallet but not for the weight of the material.

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3. The term “pallets” as used in this item shall include items commonly referred to as 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.

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a. Gross weight of shipments and actual pallet weight must be stated separately.

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b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) shall be provided an allowance for the actual weight of pallets, which shall not exceed 2,000 pounds per car in the shipment.

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c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC) shall be provided a weight allowance for the actual weight of the pallets, which shall not exceed 800 pounds per ISO containers, trailer or container, and which shall be also subject to a maximum weight allowance of 2,000 pounds per car for the shipment.

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d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b and 2c above shall be assessed at the rates applicable to article being transported. For mixed shipments, the excess weight shall be assessed at rates applicable to lowest rated article in shipment.

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e. When material that is not part of the pallet is utilized to protect the top of lading or to otherwise secure the load of the pallet, an allowance shall be made for weight of the pallet but not for the weight of the material.

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III. TRAILER-ON-FLATCAR (TOFC) AND CONTAINER-ON-FLATCAR (COFC) RULES

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1. The rules provided in this part shall apply to the rail movement of loaded or empty trailers/containers. Other rules set forth in other parts of this publication shall also apply when applicable. These rules will also apply to containers without chassis that are moving in COFC service, where a TSP maintains lift on/lift off facilities at both origin and destination unless prior arrangements have been made to utilize lift on/lift off at facilities other than those of TSP performing the line-haul service.

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ITEM 249 - CUSTOMS OR IN BOND FREIGHT

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1. A TSP may charge for those Customs or In-Bound Freight fees that have been actually incurred for customs or in-bond clearance of a shipment, subject to the provisions of this publication.

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2. Any shipment that is detained or held in TSP possession in order to comply with customs or in-bond clearance requirements may be subject to charges listed in Detention of Vehicles, Item 253 (pg. 181), in this section, Storage of Vehicles, Item 283 (pg. 183), in this section. For the purposes of this section, the term “vehicle” is defined as a trailer on flat car (TOFC) or COFC (Container on Flat

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

Car).

- 3. When applying the storage rules and related charges in connection with a shipment, TSP shall be required to immediately notify the Deputy Collector of Customs that shipment is available for customs inspection, and such notification shall be interpreted as representing shipment delivery for the purpose of storage charges only.
- 4. A TSP may not charge Customs or In-Bound Freight fees from foreign countries where DoD has existing agreements for duty-free entry of military cargo for U.S. visiting or permanently assigned forces. If necessary, DoD personnel will complete all documentation associated with clearing foreign customs and provide copies to TSP upon request.

ITEM 251 - DETENTION OF VEHICLES (DTB)

- 1. Detention of Vehicles (DTB) shall apply where trailers/containers that are railroad owned or railroad-leased are delayed at a shipper/consignee location or at ramp awaiting pickup by shipper/consignee, to the following conditions:
 - a. Arrival notification must be provided to the consignee during normal operating hours.
 - b. In no event shall less than 48-hours free time be permitted per vehicle. Where a number of railroad-owned or railroad-leased vehicles are made available by a TSP on the same date, the free time permitted shall be governed under the table below. If a shipper/consignee is unable to load/unload all vehicles within the free time allotted, chargeable time shall begin on the next 11:59 PM after termination of that free time terminates, excluding Saturday, Sunday, and Holidays. No other provision for the adjustment of free time due to bunching of railroad-owned or railroad-leased cars shall be permitted.

Time	Number of Vehicles
48 hours	1-16
72 hours	17-24
96 hours	25-32
120 hours	33 and over

- c. The Government shall be allowed free time to perform loading/unloading functions at a normal rate when cars are bunched and placed for loading/unloading, when the number of cars exceeds the number of railcars ordered or received daily due to the TSP’s delay in completing or processing orders, an act or omission or neglect of a TSP that directly leads to the bunching of rail cars or weather interference.
- d. Computing time for charges.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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i. Door-to-Door Service. Computation of time will terminate when a shipper acknowledges that the railroad vehicle is loaded and ready for movement or when consignee acknowledges that the railroad vehicle is unloaded and ready for movement.

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ii. Ramp-to-Ramp Service. Computation of time will terminate when:

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(3). An empty vehicle is delivered to the TSP.

(4). A loaded vehicle with billing instructions is delivered to the

TSP. (5). Forwarding instructions are given to the TSP with

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proper billing instructions.

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e. Detention Charges.

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i. Where a railroad-owned or railroad-leased trailer or container is detained beyond the allowable free time, the following charges shall apply:

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(6). For each of the first four, 24-hour periods or fraction after

expiration of free time, DTB (1) \$__per vehicle.

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(7). For each of the next two, 24-hour periods or fraction after expiration of

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free time, DTB (2) \$_____per vehicle.

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(8). For each succeeding 24-hour period or fraction after expiration of free time, DTB (3) \$__per vehicle.

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ii. When a TSP is requested to perform origin/destination terminal services, and the TSP's tractor and/or the TSP's employee remains with the vehicle at a shipper/consignee location, the following rules concerning delay or detention of the TSP vehicle will apply:

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(9). Four hours free time shall be allowed for loading/unloading of vehicle.

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(10). Time is computed within normal operating hours at origin/destination, except when TSP is permitted by the shipper/consignee to work past this period. If the TSP is unable to complete loading/unloading within the allowed free time by the end of business day, free time will resume at the beginning of the next business day or when TSP actually begins work.

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(11). When loading/unloading of vehicle is delayed beyond allowable free time, a charge of DTB (4) \$per hour or fraction will apply for delay beyond allowable free time until the vehicle is released by shipper/consignee.

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2. In circumstances where a vehicle is unloaded, and then immediately reloaded at the same location, each transaction shall be treated separately. Free time for loading shall begin when free time for unloading ends.

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3. If a TSP is unable to load, unload, receive or dispatch to a railroad because of a strike, the following rules will apply:

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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7056 a. Time beginning from the first 12:01 AM after interference begins until first
7057 12:00 AM after interference ends shall be excluded from computing time
7058 and charges.

7059 b. Detention before and after interference shall be consolidated.

7060 4. Free time and demurrage shall be computed in accordance with applicable
7061 provisions provided in this publication. Demurrage charges shall be in
7062 addition to applicable vehicle detention charges. Certain DoD installations
7063 have specific agreements for storing and relocating TSP equipment for
7064 loading, unloading and/or detention charges, and those agreements shall
7065 supersede the provisions of any inconsistency that might exist within the
7066 provisions set forth herein.

7067 **ITEM 253 - EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)**

7068 1. See Section B, Item 31 (pg. 110) in this publication for Exclusive Use of
7069 Trailer or Dromedary service.

7070 **ITEM 255 - FURNISHING CHASSIS FOR COFC SHIPMENTS (FCS)**

7071 1. A TSP will not supply chassis or other equipment for pickup or delivery of
7072 containers at a TSP ramp at origin to a TSP ramp at destination, except as
7073 follows:

7074 a. A TSP providing line-haul service may furnish chassis or other
7075 equipment at a charge of FCS (1) \$per shipment.

7076 2. Unless otherwise arranged between the shipper/consignee and the TSP,
7077 chassis or other equipment furnished must be returned to the point where
7078 received and to the TSP from which received.

7079 3. The equipment furnished by a TSP may be rejected by a shipper/consignee if
7080 the shipper/consignee considers the equipment unfit for transport. Rejected
7081 equipment will not be subject to charges for Vehicle Furnished But Not
7082 Used, Item 287 (pg. 184), in this section.

7083 4. This item applies only under TOFC Plans where a TSP is required to furnish vehicles.

7084 **ITEM 259 - HANDLING FREIGHT AT POSITIONS NOT**
7085 **IMMEDIATELY ADJACENT TO VEHICLE (HHB)**

7086 1. For HHB service, see Item 49 (pg. 115) in the Section B of this publication.

7087 **ITEM 261 - INTERMODAL SHIPMENTS (IMS)**

7088 1. This item describes provisions a TSP will follow when computing
7089 charges for intermodal shipments (IMS). See Appendix D, Definitions
7090 (pg. 260), for more information on intermodal shipments. Intermodal
7091 shipments shall be subject to additional charges shown below:

7092 a. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (1)
7093 \$_____each.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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b. Tracked vehicles and equipment weighing 50,000 pounds or more: IMS (2)
\$ _____ each.

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c. Trailers or containers with chassis: IMS (3) \$ _____ each.

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d. Containers without chassis: IMS (4) \$ _____ each

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e. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (5)
\$ _____ each requiring DDP or PSS service and SNS service. Only
SDDC approved AA&E motor TSP shall be utilized.

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f. Tracked vehicles and equipment weighing more than 50,000 pounds: IMS (6)
\$ _____ each requiring DDP or PSS service and SNS service. Only
SDDC approved AA&E motor TSP shall be utilized.

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2. When a TSP furnishes a vehicle upon request of a shipper, and shipper
subsequently cancels loading of that vehicle, a TSP shall be entitled to
charges indicated in Vehicles Furnished But Not Used, Item 287 (pg. 184),
in this part.

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3. When shipper actions directly result in delay of TSP equipment, a TSP shall be
entitled to charges as indicated in Detention of Vehicles, Item 253 (pg. 181), in
this section.

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4. A TSP will not trip lease any shipments that requires DTTS Satellite Monitoring,
TPS, or any shipment where the BL is annotated with the phrase “Trip-Lease
Not Authorized.”

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5. When a TSP issues a tender rate from origin to destination and intermodal
service is required, the issuing TSP maintains responsibility and liability for
entire movement until delivered at final destination. For purposes of this
publication the term “intermodal service” can be used interchangeably with
“multi-modal service” and shall include the water or motor portion.

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**ITEM 263 - PICKUP/DELIVERY ON SATURDAY (SAT), SUNDAY
OR HOLIDAYS (HOL), OR NORMAL BUSINESS DAYS
BEFORE OR AFTER NORMAL OPERATING HOURS (PUD)**

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1. Pickup and delivery on Saturday, Sunday, or Holidays charges, see Section B,
Item 55 (pg. 116) in this publication.

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ITEM 265 - PICKUP AND DELIVERY AT PIERS AND WHARVES

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1. Lawful charges incurred by the TSP at piers and wharves for pickup and delivery
shall be advanced by the TSP for collection from DoD IAW this publication.

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2. This item shall apply only under TOFC Plans where the TSP provides
pickup and delivery service.

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**ITEM 267 - NOTIFICATION OF VEHICLE ARRIVAL FOR
LOADING OR UNLOADING**

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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1. A TSP shall at all times coordinate with sufficient advance notice to the receiving facility to ensure timely loading/offloading of DoD cargo.

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ITEM 269 - PRELODGING (PRL)

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1. For prelodging services, see Section B, Item 57 (pg. 116) in this publication.

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ITEM 271 - REDELIVERY (RCL)

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1. For RCL charges, see Section B, Item 63 (pg. 118) in this publication.

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ITEM 273 - RELOCATION OF VEHICLE (RLS) (Applies only to trailers dropped for loading/unloading)

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1. For RLS charges, see Section B, Item 67 (pg. 118) in this publication.

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ITEM 277 - SEALING OF VEHICLES

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1. For sealing of vehicles, see Section B, Item 13 (pg. 101) in this publication.

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ITEM 279 - SPLIT PICK UP (SPU) OR DELIVERY (SDL)

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1. For SDL, see Item 71 (pg. 119) and for SPU, see Item 73 (pg. 120) in Section B, Part II in this publication.

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ITEM 281 - STORAGE OF VEHICLES (SVS)

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1. This item sets forth mandatory requirements applicable to TSP when computing charges for storage of vehicles (SVS).

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- a. For vehicle(s) stored in or on the premises of the railroad that are held for delivery or any other reason directly attributable to acts of the consignee, the consignee shall be allowed 48 hours free time at destination or at an intermediate stop off point, to remove vehicle(s) from railroad premises or order that the vehicle(s) be delivered.

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- b. Vehicle(s) held on railroad premises at origin without billing instructions shall be allowed 48 hours free time to tender the vehicle(s) for shipment.

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- c. Free time shall be computed from first 12:01 AM following notification that vehicle(s) is available, excluding Saturday, Sunday and holidays.

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- d. After free time expires, SVS(1) \$_____per vehicle shall be assessed for each 24- hour period or fraction, including Saturday, Sunday and holidays, until vehicle(s) is removed from railroad premises. SVS shall not apply when detention charges, Item 253 (pg. 181), in this section, are applicable.

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ITEM 283 - TENDERING OF MULTIPLE VEHICLES (TMV)

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1. This item describes provisions a TSP will follow when computing charges for tendering multiple vehicles (TMV).

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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7175 a. For multiple vehicle shipments, all vehicles must be delivered to TSP ramp
7176 within 48 hours after the first 12:01 AM after tendering the first vehicle,
7177 except in circumstances where the delay is due to a *force majeure*
7178 situation.

7179 b. 2. Any portion of multiple vehicle shipment that is received at a TSP ramp
7180 later than 48 hours after the first 12:01 A.M. after tender of the first
7181 vehicle shall be subject to an additional charge of TMV (1) \$___for each
7182 24 hour period in excess of 48 hours occurring before tendering of the
7183 final vehicle at TSP ramp. Free time will exclude Saturday, Sunday, and
7184 holidays.

7185 **ITEM 285 - VEHICLES FURNISHED BUT NOT USED (VFN)**

7186 1. For VFN charges, see Section B, Item 77 (pg. 120) in this publication.

7187 **IV. TRANSPORTATION PROTECTIVE SERVICE FOR RAIL**

7188 1. This part describes requirements a TSP will follow when providing
7189 Transportation Protective Service (TPS) for the rail transportation of DoD
7190 sensitive Arms, Ammunition and Explosives (AA&E), classified (SECRET
7191 and Confidential), and controlled cryptographic and other sensitive items.
7192 Rules contained in this part are mandatory as a condition to continue as a
7193 SDDC approved TSP.

7194 **ITEM 287 - GREATER SECURITY SERVICE (GSS)**

7195 1. Greater Security Service (GSS) is a TPS that provides a basic level of security
7196 for a shipment. GSS requires seal tracing and inspection service for rail
7197 movement of unclassified sensitive cargo, including but not limited to,
7198 stripped M-1 Abrams, Strykers, Avengers, and Bradleys. GSS shall include
7199 the following:

7200 a. TSP personnel shall inspect and record rail cars located at major terminals
7201 for evidence of forced entry or tampering with seals or securing devices.
7202 TSP electronic logs of train reporting and inspections may be used in lieu
7203 of a dedicated inspection document provided electronic logs contain all
7204 required data fields. At a minimum, the following information shall be
7205 included in all TSP inspection record:

7206 i. Name of TSP reporting.

7207 ii. Time of inspection.

7208 iii. Actual arrival time at terminal.

7209 iv. Actual departure time from terminal.

7210 b. If evidence of forced entry, vandalism, sabotage or tampering with seals
7211 exists, the TSP will immediately notify SDDC DTTS at contact number
7212 listed in Section A, VIII, Table 1 (pg. 92).

7213 2. GSS will not be provided unless specifically requested by the shipper. If GSS is
7214 requested for only some of the railcars involved in the shipment, reporting

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

7215 marks and the number of each railcar requiring inspection shall be listed.

7216 3. At any time, SDDC may request to review or receive copies of any
7217 written documentation required above. The TSP is required to
7218 maintain all written documentation for a period of three years.

7219 4. A TSP will provide GSS on shipments of single or multiple carloads moving
7220 on the same train at a charge of GSS \$___per car. Charges shall be in
7221 addition to other charges for transportation of shipments requiring this
7222 service.

7223 5. SRC III or IV and Uncategorized Hazard Class/Division 1.1, 1.2 and 1.3 AA&E
7224 requires that an upper-rail locking device located above the railcar door be
7225 utilized in addition to the serialized security seal attached to the door closure
7226 hasp.

7227 **ITEM 289 - RAIL INSPECTION SERVICE (RIS)**

7228 1. Rail Inspection Service (RIS) is a TPS, and the second highest level of security
7229 for rail movements. RIS is required for the movement of M1 armor/tanks
7230 (Abrams), Strykers, MRAPs, Bradleys, Avengers, or other ground vehicles with
7231 sensitive armor, AA&E and Night Vision Goggles. With component
7232 headquarters' authorization, RIS may also be required for uncategorized
7233 AA&E. RIS is considered optional for unit/wheeled vehicles and other
7234 sensitive and pilferable items such as high value communications and
7235 electronics.

7236 2. RIS will not be provided unless requested by the shipper. If RIS is requested for
7237 only some railcars being shipped, reporting marks and numbers of each car
7238 requiring inspection shall be listed.

7239 3. Inspectors who perform the inspection portion of this service shall be either
7240 railroad police officers or other railroad or intermodal terminal employees
7241 who have been specifically trained to inspect rail cars. Inspectors shall be
7242 fully aware of the sensitivity of material moving under RIS, and
7243 knowledgeable about all necessary safety, security and emergency
7244 procedures. Contract personnel may be used to conduct inspections but will
7245 meet the same criteria as TSP personnel.

7246 4. Requirements for RIS shipments:

7247 a. Inspections shall be required:

7248 i. At initial, intermediate, and final terminals upon arrival and until
7249 departure except while cars are on an inside track at terminal under a
7250 TSP's continuous observation.

7251 ii. At junctions and interchange points where cars are left at rest.

7252 iii. While the shipment is in transit, when the cars are expected to be
7253 stopped for 90 minutes or more (the first inspection shall take place at
7254 the 90-minute mark).

7255 iv. At destination until such time as the consignee takes physical
7256 possession or otherwise agrees to accept responsibility for security.

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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b. Inspection of each car within one hour at required inspections locations and re- inspections every hour until the inspection requirement terminates under these provisions.

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c. Every hourly inspection shall be fully documented and comply with the inspection document requirements set forth below. Inspection reports shall be available for review within 24 hours of inspection completion.

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d. Documentation of all inspections will include the following information.

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i. Name of TSP reporting.

7268

ii. Name of inspector and his/her signature or electronic log documenting train events and inspections.

7269

7270

iii. Time of each inspection or acceptance for continuous observation.

7271

iv. Actual arrival time at terminal.

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v. Actual departure time from terminal.

7273

vi. Condition of conveyance(s) and seals/locking devices.

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e. Where feasible, RIS shipments held at terminals shall be placed in well-lighted areas, on an inside track, near the tower, and/or otherwise under the continuous observation of railroad employees.

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f. Any accident, incident, or potential threat shall be reported immediately to appropriate emergency personnel and SDDC DTTS at the contact number listed in Section A, VIII, Table 1 (pg. 92).

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g. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the TSP will immediately notify SDDC DTTS at the contact number listed in Section A, VIII, Table 1 (pg. 92).

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h. Inspectors shall also be responsible for inspecting container seals/locks. If any seal/lock is found broken, they shall be resealed immediately with the same or an equivalent security device. Broken seals/locks or other security problems with containers shall be reported immediately to SDDC DTTS at the contact number listed in Section A, VIII, Table 1 (pg. 92).

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5. For all vehicles, inspectors are also responsible to inspect from the ground (unless exceptions are noted) the following:

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a. Securement of vehicles to rail car.

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b. Broken windows, pilferage, theft, vandalism or other serious damage.

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c. Securement (locked and sealed, or welded shut) of vehicle openings such as driver's hatch and loading hatch).

7293

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d. Seals, locking devices and exterior integrity of equipment boxes and nested container loads.

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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6. For M1 Abrams Tanks and Strykers, inspectors are responsible for inspecting from the ground (unless exceptions are noted):

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a. Verify all chains (and cables when employed) are taut and equipment is secured against movement.

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b. Visual inspection of tank to include skirt and/or other detachable armor noting loose and/or missing components.

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c. Securement (locked and sealed, or welded shut) of vehicle openings.

7306

d. Seals, locking devices and exterior integrity of equipment boxes.

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e. Missing armor that is found by Railroad personnel shall be placed under continuous guard until military personnel take possession.

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f. For information on the security classification guide for M1 Abrams Tanks, call 586-574-8200.

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7. SDDC may request to review or receive copies of all required written documentation at any time. A TSP will maintain all required documentation for a period of three years.

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8. Charges: When requested by the shipper, a TSP will provide RIS on shipments for all cars in the same train at a charge of RIS (1) \$__per highway mile or a flat charge of RIS (2) \$____. Charges will apply from origin to destination, and are in addition to other charges for transportation. TSP(s) will provide RIS on specified cars at a charge of RIS (3) \$_____per car.

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ITEM 291 - RAIL ARMED GUARD SURVEILLANCE SERVICE (ARG)

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1. Rail Armed Guard Surveillance Service (ARG) is the third or highest level of TPS for rail. ARG provides one armed guard to maintain constant 24-hour surveillance on DoD shipments that consist of one or more rail cars in the same train. ARG consists of the following:

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a. Rail Inspection Service (RIS) as specified in Item 289 above.

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b. Continuous surveillance by an armed guard while in transit and during all stops, whether in yards, terminals, or while in trains. Guards will not leave the shipment until properly relieved by another guard or consignee at destination. All security seals and/or locks shall be checked at all stops and documented using the format below.

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c. Inspection of refrigeration/heating units of temperature controlled cars, trailers or containers at least twice during each 24-hour period. Inspections shall be at least 10 hours apart or as directed on the BL. Immediately following each required inspection, authorized TSP representatives will make a report by telephone to the consignee and SDDC, furnishing the information called for in the sample format shown below. Cost of telephone calls to other than the toll free numbers will not be paid for by DoD.

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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d. Surveillance while in transit may be provided by the guard riding the train or in a motor vehicle that parallels the train. ARG surveillance shall be the guard’s only assigned duty.

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e. Armed guards may be railroad police, contract security personnel who are trained to the railroad’s requirements with respect to security and rail operations, or a mix of the two.

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2. ARG will not be provided unless requested by the shipper. Reporting marks and numbers of each car requiring the inspection shall be listed.

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3. If evidence of forced entry, vandalism, sabotage or tampering with seals exist, the TSP will immediately notify POC listed in Section A, VIII, Table 1 (pg. 92).

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4. A TSP will provide ARG on shipments of single car loads or shipments of multiple car loads in the same train at a charge of ARG (1) \$ per highway mile or a flat charge of ARG (2) \$. Charges apply from origin to destination, and are in addition to other charges for transportation. In Section F-1 of the tender, TSP will complete either ARG (1) or ARG (2), but not both.

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5. Information to be furnished per instructions in paragraph 1b above:

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i. Person and TSP reporting: _____

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ii. City or place of inspection: _____

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iii. Local arrival time at checkpoint: _____

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iv. Local time inspection was performed: _____

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v. Interior temperature of the equipment: _____

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vi. Approximate outside temperature: _____

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vii. Government seals intact: Yes [] No []

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viii. Replaced by seal number: _____

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ix. Was temperature modification unit (air conditioner/heater) operating at the time inspection was made: Yes [] No []

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x. Arrangement made for repair: _____

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xi. Entries made on log attached to equipment: Yes [] No []

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xii. Estimated or actual time of departure from checkpoint: _____

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xiii. Estimated time of arrival at next checkpoint or destination: _____

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6. SDDC may request to review or receive copies of the written documentation required above. The TSP will maintain all required documentation for a period of three years.

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V. RULES ON TRANSPORTATION OF ARMS, AMMUNITION AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

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SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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1. The rules and regulations provided in this part are applicable to transportation of HAZMAT as defined in 49 CFR, Part 172.101 as well as materials not specifically defined as HAZMAT per 49 CFR, Part 172.101, but are of a nature and character as to merit an extra measure of protection while in transit. Transportation of SRC I AA&E by rail is prohibited. TSP requirements provided in this part shall be followed in order to remain SDDC approved to transport DoD freight.

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ITEM 293 - ARRIVAL DURING OTHER THAN NORMAL OPERATING HOURS

1. TSP will provide advance notification to consignee if arrival is expected to occur after normal operating hours. The TSP will retain custody of shipment until delivery.

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ITEM 295 - DRAYAGE

1. Drayage of shipments of AA&E (Class 1), inhalation hazard poisons (Divisions 2.3 and 6.1), or radioactive yellow - III label materials moving in rail TOFC/COFC/Intermodal service shall be tendered only to qualified motor TSP who are authorized by SDDC.

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ITEM 297 - EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

1. Explosives and other hazardous material shall be transported in compliance with regulations published in 49 CFR and DoD 4500.9R, Part II. TSP are advised that interim notices of final rules that affect the CFR are published in the Federal Register. Interim changes to the Bureau of Explosives (BOE) are published as supplements to the basic publication. Special DoD requirements related to rail transport of ammunition, explosives, sensitive materials, radioactive materials, other hazardous materials and substances, and hazardous waste are provided in this section.

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ITEM 299 - INSPECTION AND LOADING OF RAIL CARS/VEHICLES

1. A TSP will ensure each empty rail car used to transport AA&E and other dangerous articles is inspected prior to loading to ensure compliance with 49 CFR Parts 174.104 and 174.81. A TSP-provided three-part Car Certificate shall be used to inspect rail cars used for shipping Class 1 (Divisions 1.1, and 1.2) Explosives in accordance with 49 CFR 174.104.
2. All shipments must be loaded and placarded according to 49 CFR Part 172 standards.
3. Rail cars must be properly sealed. Consult DoD 4500.9-R, Chapter 205, for a description of approved DoD security seals.
4. For the motor portion of a rail TOFC/COFC, see Section B, Item 11 (pg. 101) in this publication.

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VI. SPECIAL RAIL SERVICE RULES

SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

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1. Rules in this part provide requirements for unique services that may be requested by a shipper/consignee from a TSP. TSPs that agree to provide these special services will adhere to the following applicable requirements in order to continue as a SDDC approved TSP of DoD freight.

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ITEM 301 - ATTENDANTS ACCOMPANYING GOVERNMENT SHIPMENTS (AAS)

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1. TSP will permit DoD personnel, including contractors, to accompany government shipments (AAS) on freight trains. TSP will review the official travel orders of DoD personnel prior to permitting them on freight trains. One-way service charge of AAS (1) \$ ____ per highway mile per person will apply, subject to a maximum charge of AAS (2) \$ ____ per person, from origin to destination. Charges will apply to any single/joint-line route authorized by TSP tender.

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2. For shipments falling within this item, the BL will contain the following information:
 - a. Number of persons accompanying shipment.

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- b. Person in charge.

- c. Points between which they will accompany shipment.

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3. TSP will not be held liable for claims, liabilities or demands of any DoD personnel accompanying the shipment, unless any resulting claim or liability is caused directly by the negligence of TSP or its employees, which shall include damages or injury to persons or property resulting from the movement.

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ITEM 303 - CABOOSE/GUARD CARS FURNISHED (CGC)

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1. DoD personnel accompanying freight shipments will either ride in a caboose or guard car, which may be furnished by the TSP or by DoD.

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2. Caboose/guard car furnished by TSP or DoD shall be subject to applicable charges from origin to destination. Mileage shall be computed from origin to destination. Charges:

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- a. Each DoD Caboose Occupied: CGC (1) \$ _____ per highway mile

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- b. Each TSP Caboose Occupied: CGC (2) \$ _____ per highway mile

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- c. Each DoD Guard Car Occupied: CGC (3) \$ _____ per highway mile

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- d. Each TSP Guard Car Occupied: CGC (4) \$ _____ per highway mile

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3. Unoccupied DoD furnished cabooses and/or guard cars shall be returned without charge to a designated location. If mileage from destination to a designated location exceeds mileage from origin to destination, mileage in excess shall be subject to a charge of CGC(5) \$ _____ per highway mile.

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4. Cabooses or guard cars furnished by DoD that are held for the convenience of the TSP on railroad property between movements will not be subject to storage or demurrage charges.

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ITEM 305 - SPECIAL TRAIN SERVICES (SFT)

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1. Special Train Services (SFT) is a special freight train or a special mixed freight and passenger train that is operated on a designated Time Definite Service schedule agreed to by railroad and the TO. Under SFT, the TSP agrees to meet RDD as listed on BL.

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2. If TSP determines that special train movement is necessary due to exceptional dimensions, weight or safety, the TSP will notify the TO, who will certify recommendation and annotate the BL. SFT shall include MTX service.

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3. SFT charges shall be in addition to other charges for accessorial services provided in TSP tenders.

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- a. Charges for special train services are as follows:

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- i. SFT (1) \$_____per highway mile, subject to a minimum charge of SFT (2) _____.

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- ii. Apply single or joint-line route authorized by the individual TSP tender with freight rates assessed on cargo transported. Charges are based on per train per highway mile.

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SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

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**SECTION D – WATER TRANSPORTATION
SERVICE PROVIDER RULES**

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I. GENERAL WATER TRANSPORTATION SERVICE PROVIDER INFORMATION

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1. This part describes general requirements for a water TSP who transports any DOD freight. As a rule, any incident involving DOD cargo shall be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1 (pg. 92).

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ITEM 307 - COMBINING BILLS OF LADING

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1. BLs for government contract barge shipments or other water TSP shipments cannot be combined in the currently authorized Third Party Payment System (TPPS) with any other water shipment going to same destination under tug water tow, unless specifically approved in advance by SDDC.

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ITEM 309 - COVENANT AGAINST CONTINGENT FEES

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1. Under this item, prior to being qualified to perform as a water TSP, the TSP shall warrant and affirm that no other entity was used to solicit or otherwise secure its tender or paid a commission, percentage, brokerage, or contingent fee. Under this part, TSPs are also required to ensure that only bona fide employees or established commercial or selling agencies shall be used by a TSP to secure DOD traffic. In the event that a TSP is found to breach or otherwise violate this warranty, the Government shall have the immediate unilateral right to cancel the tender without liability or, at its discretion, deduct from the agreement price or consideration the full amount of that commission, percentage, brokerage, or contingent fee. The only exception to this general rule shall be for fuel water TSPs, where brokers are permitted to be used.

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ITEM 311 - GAS-FREE CERTIFICATION

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1. If a gas-free certificate is required to permit an internal inspection of a water/barge TSP prior to loading/unloading/welding, that certification shall be provided by the TSP at no cost to DoD. The gas-free certificate shall be used at destination for loading additional cargo. At any time, a TSP may be required to provide an entirely new gas-free certification to shipper/loader, which shall be provided at no cost to DoD.

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II. GENERAL WATER TRANSPORTATION SERVICE PROVIDER RULES

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1. This part sets forth mandatory requirements for compliance by a water TSP when providing rates for services offered to handle, store, or transport any type of DoD freight. Rules contained in this part shall be followed in order for water TSP to continue as a SDDC approved TSP.

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2. Application of Domestic Shipyard Preference for Mode O Water Tenders:

SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

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a. Consideration of overhaul, repair, and maintenance in U.S. shipyards is a requirement set forth in Public Law 109-364, § 1017. A methodology for evaluation and award of tender-based cargo movement on Coastwise and inland waterway “Jones Act” lanes was approved by the Military Surface Deployment and Distribution Command (SDDC) Commanding General (CG), and the decision was documented in the SDDC Memorandum titled, “Establish a Domestic Shipyard Preference Threshold and Application for Domestic Vessel Evaluation and Award”, dated 14 January 2020.

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b. **DoD Shipper Responsibility:** All DoD shippers must evaluate the percent of overhaul, repair, and maintenance in U.S. shipyards as part of the Mode O water tender best value determination and award. In accordance with DTR Part II, Cargo Movement, only the Transportation Officer (TO) can award movement and create a transportation contract. The TO will select the best value award based on the criteria defined below:

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i. **Threshold & Preference:** All TSPs at or above 50% of overhaul, repairs, and maintenance in U.S. shipyards will be given a Category 1 preference, and all TSPs below 50% will be given a Category 2 preference. All Category 1 TSPs will be given preference over Category 2 TSPs. If there are no TSPs in Category 1 preference, award will be made to the lowest priced, technically acceptable TSP with a Category 2 preference.

Application:

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2. **Negotiated Tenders:** Percent of overhaul, repairs, and maintenance in U.S. shipyards will be included in the TSP’s bid in the “% Maintenance Completed in US” column of the 349 Report (consolidated bid sheet). The TSPs will be rank ordered by any Category 1 preference TSPs low-to-high cost first, followed by any Category 2 preference TSPs low-to-high cost.

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3. **Voluntary Tenders:** For all TSPs with a Mode O (water) voluntary tender that can meet the movement requirement being evaluated, DoD shippers must request each TSP’s percent maintenance (percentage, i.e. - 88.7%) in writing for a best value determination. Note that these percentages MUST NOT be released to any other TSP or non-DoD entity, but must remain with DoD personnel involved in the movement of cargo. Reference the “Threshold & Preference” criteria, award preference will be as follows:

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a. First preference: Category 1, technically acceptable TSPs low-to-high cost.

b. Second preference: Category 2, technically acceptable TSPs low-to-high cost.

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4. **Spot Bid:** For all TSPs that submit a bid for Mode O water movement, DoD shippers must request each TSP’s percent maintenance (percentage, i.e. - 88.7%) in writing for a best value determination. Note that these percentages MUST NOT be released to any other TSP or non-DoD entity, but must remain with DoD personnel involved in the movement of cargo. Reference the “Threshold & Preference” criteria, award preference will be as follows:

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a. First preference: Category 1, technically acceptable TSPs low-to-high cost.

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7635 b. Second preference: Category 2, technically acceptable TSPs low-to-high cost.

7636 5. **TSP Responsibility.** All TSPs offering to provide Mode O (water) domestic
7637 services under SDDC tenders must report percentage of vessel overhaul,
7638 repair, and maintenance performed within U.S. domestic shipyards for
7639 consideration. For calculation methodology and criteria, as well as where to
7640 find a sample Percent of Maintenance Worksheet, reference the advisories
7641 below. The advisories address implementation of domestic shipyard
7642 preference into 500000 series negotiated tenders, but the calculation will be
7643 the same for all domestic tender applications (to include voluntary tenders and
7644 Spot Bid).

7645 a. Implementation of Domestic Shipyard Preference under 500,000 Series
7646 Negotiated Tenders CA 20 01 28 0012

7647 b. Implementation of Domestic Shipyard Preference under 500000 Series
7648 Negotiated Tenders CA 20 01 28 0012 Update 1

7649 **ITEM 313 - CARGO BLANKETING**

7650 1. TSP shall be responsible for furnishing inert gas and shall be liable for any
7651 harmful effect on cargo when blanketing cargo. Time used to blanket cargo
7652 shall not be deemed as Freetime/Laytime.

7653 **ITEM 315 - DEMURRAGE (DEM)**

7654 1. A TSP shall enter in Section F-2 of the tender the following as free time allowed
7655 to enable a shipper and/or consignee to load/unload in barge. This free time will
7656 include removal of all dunnage, debris, and any special gear necessary to
7657 secure cargo in/on the barge. Demurrage charges shall not exceed eight hours
7658 per 24-hour period:

7659 i. DEM(2) ___ hour(s) to load

7660 ii. DEM(3) ___ hour(s) to unload

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7665 Bulk-liquid TSP will enter:

7666 iii. DEM(6) ___ Barrels Hours(s) to load

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7670 iv. DEM(4) ___ Barrels Hours(s) to load

7671 2. For Laytime (prorated to the nearest hour) in excess of allowed free time to
7672 load or unload, demurrage charges shall be forth in the tender as follows:

7673 a. DEM(5) \$___per hour (not to exceed 8 hours per 24 hour period)

7674 3. For shipments that involve the Return Shipment of a Retained Product, Item
7675 349 (pg. 204), in this section, shall apply.

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4. TSP will invoice DoD Installations and facilities via an e-Bill in the Third Party Payment System (TPPS). TSP will maintain the following supporting documentation:

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- a. DD 250-1 (Notice of Readiness)
- b. Notification of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA).
- c. Vessel logs.
- d. Revisions to scheduled readiness date.
- e. Written documentation describing charges billed and incurred by installation or facility.

ITEM 317 - EQUIPMENT

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1. TSP shall maintain and operate equipment IAW all applicable federal law and regulations, including but not limited to regulations of the U.S. Coast Guard, DoD applicable port and state and local laws. All equipment provided shall meet federal safety regulations, and be necessary and suitable under industry standards to load/unload intended cargo. Equipment tendered by a bulk fuel TSP shall contain permanent gauge point marks and calibration charts, including strapping charts and trim tables. Any tow vessel will have onboard dewatering pumps for emergency purposes.

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2. If the equipment provided by a TSP is determined by a Government Inspector to be unsuitable for loading/unloading intended cargo, the TSP shall have the option to perform further cleaning or repairs at the TSP sole expense or take appropriate actions to substitute acceptable equipment to meet the scheduled lift date.

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3. Time used for the following actions will not be considered laytime, Item 323 below:

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a. Cleaning or repairs.

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b. Loading delayed during the process of substituting and/or switching equipment.

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c. Time used in presenting, inspecting or cleaning of rejected equipment.

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4. A TSP shall be required to reissue Notification of Readiness, as specifically described in Item 327 below, when utilizing cleaned, repaired or replacement equipment.

ITEM 319 - EQUIPMENT ORDERED BUT NOT USED (VFN)

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1. If through no fault of the TSP, DoD cancels an order and equipment has left point of dispatch, the TSP will assess charges for Equipment Ordered But Not Used (VFN)(1)\$_____.

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2. The TSP has three options for VFN charges to calculate VFN, however, the charge must be the lowest of the three options and shall be on a per movement basis:

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a. First Option: VFN 1: multiply by twice the number of hours from point of dispatch to point of cancellation.

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7721 b. Second Option: VFN 1: multiply by number of hours from point of
7722 dispatch to next loading point.

7723 c. Third Option: Total freight charges for canceled shipment.

7724 3. Release of the conveyance can be accomplished by any means within ordinary
7725 custom and trade; however, release must be confirmed in writing within one
7726 hour of the time of cancellation. Cancellation shall be confirmed by e-mail and
7727 to the dispatcher that the equipment was ordered from or a government
7728 representative designated by the TSP.

7729 4. A TSP will bill DoD installations and facilities via an eBill in the Third Party
7730 Payment System (TPPS). The TSP shall maintain the following supporting
7731 documentation:

7732 a. DD 250-1 (Notice of Readiness).

7733 b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA).

7734 c. Vessel logs.

7735 d. Written notice of cancellation.

7736 e. Other records to support the charges.

7737 **ITEM 321 - INSPECTIONS**

7738 1. A TSP shall be solely responsible for arranging for a qualified marine cargo
7739 specialist or surveyor to conduct an inspection of loading, as well as securing
7740 any type of water conveyance for movement. In no event shall DoD assume
7741 any cost for this required inspection. Inspection arrangement shall be
7742 coordinated in advance with the shipper/consignee.

7743 2. Any equipment provided by a TSP is subject to the requirements set forth in
7744 Item 317 above, Equipment. In no event shall rejection of defective or
7745 equipment that fails to meet industry standards or federal regulations during
7746 an inspection relieve the TSP from pickup and delivery requirements.

7747 3. The TSP shall comply with all applicable regulations concerning facility and
7748 vessel safety, security regulations and inspection criteria, set forth in 33 CFR,
7749 Parts 6, 104- 105, 109-110, 125-126 and 160; and 49 CFR, Part 176. For
7750 operations that involve loading and offloading of Hazard Class 1 AA&E at
7751 DoD owned port facilities, TSP shall comply with safety, security regulations
7752 and the inspection criteria associated with DoD 6055.9-STD, paragraph C9.5
7753 and DoD 5100.76-M, Chapters 6, 7, and Appendix 3.

7754 4. A TSP shall be required to reissue Notification of Readiness, as specifically
7755 described in Item 325 below, when utilizing cleaned, repaired or replacement
7756 equipment.

7757 **ITEM 323 - LAYTIME**

7758 1. Laytime starts at Notice of Readiness, except:

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7762 a. If a vessel arrives earlier than the agreed readiness date, the scheduled vessel
7763 shall be loaded in its proper turn. Laytime will not begin until a vessel
7764 moors alongside, or 12:01 AM local time on the readiness date last agreed
7765 upon, whichever occurs first.

7766 b. If a vessel arrives later than 12:00 PM on the day following the last
7767 agreed readiness date, the vessel shall be loaded in its proper turn with
7768 other vessels. Laytime will not begin until a vessel moors alongside.

7769 2. Laytime will continue 24 hours a day, 7 days a week, without interruption
7770 from the start of laytime until the vessel is released by government quality
7771 representative. Laytime shall apply to both loading and discharging
7772 operations.

7773 3. If any of the circumstances set forth below occur after laytime begins, the TSP
7774 will add time to the basic laytime charges in paragraph 2 above:

7775 a. Vessel conditions does not permit loading or unloading. Increased laytime
7776 shall include, but not be limited to: shifting vessel(s) from lay berth,
7777 anchorage, or fleeting area; shifting one water TSP for another during
7778 loading or unloading; substituting and/or switching equipment for
7779 cleaning or; other causes beyond control and without fault or negligence
7780 of DoD.

7781 b. Delay of vessel reaching its berth due to the act, omission, or negligence
7782 of the TSP.

7783 c. Rules or standard practices of an owner or operator of a vessel, or the
7784 regulations of a port authority prohibit loading or unloading.

7785 d. Undue delay caused by the acts of omissions of a TSP concerning
7786 loading/unloading the vessel, or releasing the vessel for sailing beyond
7787 DoD control, absent any negligence of intentional act of DoD or its
7788 product/storage contractor that proximately causes undue delay.

7789 **ITEM 325 - NOTICE OF READINESS (NOR)**

7790 1. A TSP shall submit Notice of Readiness (NOR), DD Form 250-1, prior to
7791 performing loading/unloading, when mooring at dock for acceptance by
7792 authorized personnel at the docking facility. If dock space, product, or
7793 personnel are not available and the TSP is directed to a lay berth, anchorage, or
7794 fleeting area, NOR may be tendered to authorized personnel from that location.
7795 When mooring is permitted and dock clearance is given, the TSP will shift
7796 immediately to the assigned berth. In no event shall the time required for vessel
7797 shifting, berthing, or mooring will not be considered as Freetime/Laytime.

7798 **ITEM 327 - NOTIFICATION**

7799 1. The TSP will provide notification of at least 48 hours to the port before the
7800 estimated time of arrival (ETA), and continue to provide updates at 24, 12, and
7801 3 hours before ETA. At least 24 hours before vessel dispatch, the TSP will
7802 provide shipper/consignee the name of vessel(s) nominated and point of
7803 dispatch. The TSP will provide updates at least 24-hour intervals until arrival.

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- 7804 2. The TSP will furnish shipper/consignee daily reports notifications until
7805 arrival at destination and confirm these notifications in writing.
- 7806 3. Any TSP claim for demurrage that is submitted for payment without
7807 supporting notification shall be returned unpaid.

7808 **ITEM 329 - PERFORMANCE**

- 7809 1. When authorized, the TSP will proceed to a designated loading point. If the
7810 TSP cannot furnish its equipment on date the vessel was ordered, DoD shall be
7811 permitted to substitute another qualified TSP to furnish proper services. The
7812 TSP, upon failing to perform its obligations shall be liable for all additional
7813 charges DoD incurs in arranging substitute services, and in no event will the
7814 TSP receive any compensation for that shipment.

7815 **ITEM 331 - PROTECTION AGAINST THE ELEMENTS**

- 7816 1. At the shipper's request, the TSP agrees to provide proper protection of the cargo
7817 from the elements, which shall include protection from salt-water intrusion or
7818 adverse weather conditions.

7819 **ITEM 333 - RELEASE VALUE RATES**

- 7820 1. Under this item, the provisions of Section A, IV, Completing a SDDC 364-R
7821 Tender, set forth in this publication shall govern release value rates.

7822 **ITEM 335 - STOWAGE (STO)**

- 7823 1. A reasonable and safe berth for vessel(s) to remain afloat shall be provided by the
7824 DoD facility or DoD contractor during loading/unloading. The TSP will fully
7825 comply with all applicable federal safety regulations, as well as the safety
7826 criteria detailed in DoD 6055.9- STD, paragraph C9.5, for berthing and cargo
7827 handling operations conducted at DoD owned ports involving HAZMAT Class
7828 1 AA&E.
- 7829 2. In the event that DoD is unable to provide proper berthing at the time of
7830 docking, in order to avoid damage to persons or property, the TSP shall be
7831 responsible for removing the equipment, including movement of power
7832 equipment (tug/tow), and stowing it in a secure area. Charge for Stowage
7833 shall be STO(1) \$ _____ per
7834 water TSP.
- 7835 3. Shippers/consignees who incur lawfully owed charges under this item shall be
7836 billed through an eBill via the currently authorized Third Party Payment
7837 System (TPPS) or other authorized billing procedures. The TSP shall, at a
7838 minimum, maintain the following supporting documentation:
- 7839 a. DD 250-1 NOR.

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7843 b. Notifications of expected arrival to consignee and shipper (48-, 24-, 12-,
7844 and 3- hour notices of ETA).

7845 c. Vessel logs.

7846 d. Other records to support claim.

7847 **ITEM 337 - U.S. COAST GUARD PORT AND VESSEL SAFETY**
7848 **AND SECURITY REQUIREMENTS**

7849 1. When a TSP is engaged in the transportation of HAZMAT as defined in 49
7850 CFR, Part 171, the TSP will comply with applicable U.S. Coast Guard port and
7851 vessel safety and security regulations as defined in 33 CFR Parts 6, 104-105,
7852 109-110, 125-126, and 160; and 49 CFR Part 176. The TSP shall also be
7853 required to remain current on that status of any terrorist threat levels advisories,
7854 as published by the Department of Homeland Security. The TSP will also be
7855 alert to a DoD owned port facility’s current Force Protection Condition during
7856 operations involving AA&E; DoD 5100.76-M shall apply to this item.

7857 2. The TSP will coordinate with Coast Guard Captain of the Port (COTP) in
7858 obtaining all necessary permits and permissions for loading and transport of
7859 cargo found in 33 CFR, Part 126.19, and DoD will assist the TSP if required.
7860 The TSP will obtain a lawful permit from the COTP prior to handling, loading,
7861 discharging, or transporting Class/Division 1.1 and/or 1.2 explosives. See 49
7862 CFR, Part 176.99 for other HAZMAT applicable to operations requiring a
7863 COTP permit. The TSP will also comply with all additional safety and security
7864 instructions concerning TSP operations involving: Class 1 AA&E; classified,
7865 sensitive and protected materials; radioactive material and; other dangerous
7866 articles.

7867 3. The TSP will develop and maintain a vessel security plan that provides proper
7868 security and of cargo. The security plan will include, at a minimum, the
7869 following:

7870 a. Twenty-four hour watch

7871 b. Access controls

7872 c. Lighting

7873 4. Coast Guard Form 4260, Application and Permit to Handle Hazardous
7874 Materials, is divided into three major sections:

7875 a. Application completed by facility/vessel.

7876 b. Permit completed by the COTP.

7877 c. Inspection completed by vessel master.

7878 5. Coast Guard Form 4260 shall be submitted to the COTP having jurisdiction
7879 over the load and discharge location. Applications shall be submitted at least
7880 30 days in advance of movement.

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6. The COTP and the approval authority may place special requirements on loading/unloading operations, including but not limited to:
 - a. No bunkering during ammunition loading or after ammunition has been loaded.
 - b. No smoking.
 - c. Appropriate lighting.
 - d. Vessel crew fire drills.
 - e. Procedures outlined in 49 CFR, Part 176.108 and 176.180.
 - f. Limitations of transit times and routes.
7. TSP shall comply with all special requirements required by the COTP at no additional cost to the government.
8. The TSP shall permit the COTP to provide assistance regarding loading and stow plan of the vessel.
9. The TSP acknowledges that the COTP may deem it necessary to escort loaded vessels in/out of port, and that coordination may be required during these operations.

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ITEM 338 - DOMESTIC SHIPYARD PREFERENCE

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1. Consideration of overhaul, repair, and maintenance in U.S. shipyards is a requirement set forth in the National Defense Authorization Act (NDAA) of 2007 and subsequent Public Law 109-364, § 1017.

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2. All TSPs offering cargo movement on “Jones Act” lanes must report percentage of vessel overhaul, repair, and maintenance performed within U.S. domestic shipyards

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- a. Negotiated Tenders: Provide percentage on Solicitation letter bid sheet. The TSPs will be rank ordered by any Category 1 preference TSPs low-to-high cost first, followed by any Category 2 preference TSPs low-to-high cost and additional shipper determined best value criteria.

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- b. Voluntary Tenders and Spot Bid Awards: Provide percentage, in writing, upon request of DoD shipper. For inclusion as part of best value determination.

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NOTE: These percentages MUST NOT be released to any other TSP or non-DoD entity, but must remain with DoD personnel involved in the movement of cargo. Reference the “Threshold & Preference” criteria, award preference will be as follows:

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- i. First preference: Category 1, technically acceptable TSPs low-to-high cost.

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- ii. Second preference: Category 2, technically acceptable TSPs low-to-high cost.

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3. Domestic shipyard preference threshold and Percent of Maintenance calculations are determined as follows:

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7926 a. TSPs operating under contract must refer to the specific contract for
7927 domestic shipyard preference threshold and Percent of Maintenance
7928 calculation requirements

7929 b. TSPs operating domestic vessel services under SDDC negotiated tenders
7930 refer to the SDDC Memorandum titled, “Establish a Domestic Shipyard
7931 Preference Threshold and Application for Domestic Vessel Evaluation and
7932 Award”, dated 14 January 2020 and additional shipyard preference
7933 threshold and Percent of Maintenance calculation requirements available
7934 for download on the HQ SDDC Public Website at
7935 <https://www.sddc.army.mil/dms/Pages/default.aspx> under the “Special
7936 Rqmts” tab.

7937 c. TSPs operating domestic vessel services under the voluntary tender process
7938 the Transportation Officer (TO) awarding the movement and creating a
7939 transportation contract through the BoL will determine the shipyard
7940 preference threshold and Percent of Maintenance calculation requirements
7941 as part of their best value criteria.

7942 **III. RULES FOR TRANSPORTATION OF BULK**
7943 **PETROLEUM PRODUCTS (EXCLUDING BULK**
7944 **LIQUIDS)**

7945 1. This part sets forth the TSP requirements that apply to any TSP who transports
7946 bulk petroleum. The TSP will comply with the following of these rules in order
7947 to continue to qualify as an approved SDDC TSP.

7948 **ITEM 339 - CONTAMINATED FUEL**

7949 1. Except when damage to the bulk petroleum cargo is due to a *force majeure*
7950 situation, if a vessel/barge arrives at the unloading port in a contaminated
7951 condition, the TSP (at the discretion of the installation/activity controlling the
7952 movement) shall be required to reimburse DoD

7953 **ITEM 341 - DELIVERY DATES**

7954 1. If DoD modifies or revises the readiness date on the Defense Logistics Agency
7955 Energy Form 19.16 after a TSP has dispatched vessel(s) for intended routing,
7956 the shipper/consignee shall have the right to cancel the shipment.

7957 2. A TSP may request revision of the readiness date by obtaining written consent
7958 by the shipper/consignee within 72 hours prior to the existing readiness date.
7959 The shipper/consignee reserves the right to reject any requested revision to the
7960 readiness date. If a shipper/consignee does not consent to the requested
7961 revision of the TSP, readiness date will remain unchanged.

7962 3. If a TSP cannot provide the proper and necessary equipment on the agreed
7963 upon readiness date, DoD shall have the option to cancel the shipment or
7964 permit TSP to arrive after the agreed readiness time. TSP will obtain written
7965 confirmation from the shipper/consignee concerning the established and
7966 revised readiness date.

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ITEM 343 - OUTTURN

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1. Except as otherwise provided in Release Value Rates, Section B, Item 65 (pg. 118), a TSP shall be liable for any shortage in outturn exceeding one-half of one percent (0.5%) in volume as computed from shore tank gauges of the bulk petroleum and based on the value of product replacement.

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2. The vessel master or mate shall be required to take computations from the vessel permanent gauge point marks and calibration charts, with assistance from DoD, and gauge the vessel for quantity aboard the vessel after loading, as well as before unloading the vessel.

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3. A TSP shall not be liable for any shortage in outturn if the comparison of quantity aboard vessel(s) after loading and before unloading taken from vessel permanent gauge point marks and calibration charts does not exceed one-half of one percent (0.5%) in volume. The TSP shall be responsible for any fuel carried away (see Definitions, Appendix D [pg. 260]).

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ITEM 345- RETURN SHIPMENT OF RETAINED PRODUCT

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1. When consignee fails to accept a total shipment, any product remaining within the vessel must be promptly returned to shipper or shipper's designee.

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2. In such circumstances, the TSP will charge hourly demurrage rates provided in the tender section of this publication not to exceed (DEM 6) \$250.00 per hour, which shall begin at the time of departure of TSP equipment from the vessel or consignee, and terminating at the time of release of the vessel by the Government Inspector at discharge point.

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3. The TSP will submit charges under this item through an eBill via the currently authorized Third Party Payment System (TPPS) or other authorized billing procedures. At a minimum, the TSP will maintain the following supporting documentation:

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a. DD Form 250-1 or DD Form 1149.

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b. A TSP-generated form certified by the receiving vessel or activity and certified upon returned to origin by the shipping terminal or other designee at destination.

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ITEM 347 - VARIATIONS IN QUANTITY

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1. Only a shipper/consignee shall have the authority to authorize variations in product quantity. The quantity delivered to a TSP shall be measured by shore tank gauges that have been corrected to 60° Fahrenheit, and must be witnessed and certified by an authorized government representative. To ensure the safety of the cargo, a TSP will coordinate any request to transport a lesser quantity with shipper/consignee and will offer a reasonable fee, with DoD approval.

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2. Notwithstanding the provisions set forth in paragraph 1, the total quantity of a shipment is approximate with custom usage of the trade and governed by demand of the service. The quantity delivered to the TSP for any individual

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8011 lifting requirement may vary by a standard deviation of plus/minus 10 percent.
8012 The TSP will transport quantity within its full capacity of the provided
8013 equipment at no change in rates or other types of charges under the terms of its
8014 tender. Bids within the TSP’s tender cannot exceed 90 percent of estimated
8015 cargo percent quantity.

8016 **IV. RULES FOR TRANSPORTING ARMS, AMMUNITION,**
8017 **AND EXPLOSIVES (AA&E) AND OTHER HAZARDOUS**
8018 **MATERIALS**

8019 1. This part sets forth the rules and regulations applicable not only to transporting
8020 arms ammunition and explosives (AA&E), and other hazardous materials
8021 (HAZMAT) as defined in 49 CFR, Part 172.101, but shall also apply to
8022 materials that are not defined specifically as HAZMAT per 49 CFR, Part
8023 172.101 that due to their special nature, character, or security requirements of
8024 the cargo, require an extra measure of protection in transit, including classified
8025 (SECRET/Confidential) materials and sensitive materials.

8026 **ITEM 349 - MOVEMENT OF SHIPMENTS REQUIRING TPS**

8027 1. The TSP shall fully comply with all governing federal and DoD safety and
8028 security regulations and rules with respect to loading, unloading, handling,
8029 stowing, and transporting HAZMAT, and other classified
8030 (SECRET/Confidential) sensitive materials, including AA&E. The applicable
8031 rules and regulations are more fully set forth within the following legal
8032 authorities:

- 8033 a. Title 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160.
- 8034 b. Title 49 CFR Parts 105-107, 110, 130, 171-173 and 176.
- 8035 c. DoD 6055.9-STD, paragraph C9.5.
- 8036 d. DoD 5100.76-M, Chapters 6-7 and Appendix 3.
- 8037 e. DoD 4500.9-R, Chapters 204-205.

8038 2. Prior to loading AA&E or TPS shipments at a DoD port, DoD port personnel, in
8039 conjunction with USCG port security and TSP personnel will ensure all
8040 required pre- load safety and security measures are taken. See Performance,
8041 Item 331 (pg. 200) and Return Shipment of Retained Product, Item 345 above
8042 for guidance.

8043 3. The TSP will deliver all AA&E shipments moving under Satellite Motor
8044 Surveillance Service (SNS) on or before established RDD. RDD may be
8045 annotated in the remarks block on the BL. Failure to meet established RDD
8046 may result in TSP performance action IAW DoD 4500.9-R Chapter 207.

8047 **V. RULES FOR TRANSPORTING SHIP PROPELLERS**
8048 **AND PROPULSORS, SPECIAL HIGH VALUE AND**
8049 **SENSITIVE SHIPMENTS**

SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

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1. This part sets forth the TSP requirements when transporting propellers and other high value or sensitive items. The TSP will follow these rules in order to continue as a SDDC approved TSP.

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ITEM 351 - MOVEMENT CONTROLS

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1. The TSP will ensure propeller and Propulsor shipments are packaged, marked, and delivered with necessary protective accessories then loaded, blocked, braced and equipped with placards.

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2. The TSP will provide continuous monitoring of propeller and Propulsor shipments from origin to destination, based on security classification of cargo. Monitoring requires Total Asset Visibility (TAV) and the continuous capability to divert shipments to other modes of transportation or destinations. For tracking requirements:

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- a. The TSP will obtain BL as proof of shipment.

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- b. The TSP will have ability to track/trace shipment at all times during transit and provide proof of delivery/receipt signature.

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3. If a shipment includes propeller/Propulsor and a trailer or tractor/trailer is utilized, the weight capability of the tractor and trailer must be equal to or greater than the weight of the propeller/propulsor load. The TSP equipment must meet the requirements of 49 CFR, Part 393. Chocks on the barge or on the trailer may be secured with fasteners. Welding is not required.

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4. The requirements stated above will also be met for shipments involving trailers with tilt beds. Non-hydraulic static-passive mechanical devices shall be utilized to position and secure the tilt bed in a hold up position although hydraulics may be utilized to position the tilt plate.

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5. Propellers and Propulsor shall be lifted by special eyebolts only. The TSP responsible for lifting will ensure the straps and cranes that are utilized are certified to handle their weight of the propellers and/or propulsors.

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ITEM 353 - SECURITY REQUIREMENTS

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1. The TSP will comply with all applicable procedures and regulations concerning shipments of propellers and Propulsors as classified material, as published in the Department of the Navy (DON) Information and Security Program Regulation Manual (OPNAVINST 5510.1 series), the Industrial Security Regulation (DoD 5220.22R) and DoD 4500.9-R, DTR, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items. Additional Propulsor-related security requirements are specified in OPNAVINST S5513.5B, DON Security Classification Guidance for Undersea Warfare Programs and OPNAVINST S5513.3B DON Security Classification Guidance for Surface Warfare Programs.

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2. If cargo is unable to be packaged and any part is classified, it shall be tarped to prevent its identification. Tarps must be fire and water-resistant.

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3. For the surface portion of a water shipment, if cargo is locked and sealed and the classified nature of the material is hidden so that the driver/tug master/water TSP master does not have access except by breaking of a seal, than the shipment is permitted to be transported via CIS or DDP (if the distance is over 150 miles).

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4. Shipments may require an escort if specifically requested by shipper/consignee, or in certain circumstances due to the classification of the item. Escort personnel must comply with all requirements and procedures contained in the National Industrial Security Program Operating Manual (DoD 5220.22-M).

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**SECTION E – PIPELINE TRANSPORTATION
SERVICE PROVIDER RULES**

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8166

I. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER INFORMATION

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8170

1. This part describes the general requirements for a pipeline TSP to transport any DoD freight. As a rule, any incident involving DoD cargo will be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 2 (pg. 92).

8171

ITEM 355 - APPLICATION OF RATES FOR PIPELINES

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1. Given that the Pipeline industry has extensive operating experience that permits accurate costing of operations, pipeline TSP will publish rates for DoD operations that are all-inclusive, and which accurately reflect each cost element used to construct those rates; including but not limited to the following:

8176

- a. Throughput terminal operations costs.

8177

- b. Administrative overhead including automated data input

8178

- c. Insurance, taxes, fees and amortization costs

8179

- d. Security fees

8180

- e. Cost of expected product losses

8181

- f. Profit

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- g. Utility (and fuel if applicable) costs

8183

- h. All additive injection costs

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- i. Filtration and filter element costs

8185

- j. Basic labor and expected overtime costs

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- k. Execution of TSP's Quality Control Plan

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2. Compliance with paragraph 1 above shall result in a single rate to be applied to the shipment. The only exception to this general rule shall be in circumstances where a pipeline is required to accommodate a change in the mode of transportation (e.g. pipeline terminal to truck loading, water TSP receipt or issue). These circumstances will continue to be shown as Receipt Issue (DEL), Item 385 (pg. 215).

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3. Where extraordinary circumstances (e.g. natural disasters, federally mandated improvements) warrant recoupment of costs actually incurred, any recovery of such costs shall be negotiated between DoD and the pipeline through a temporary rate increase, and that temporary rate increase is permitted to remain in effect only until such as time full recovery of the incurred expenses is attained.

8199

ITEM 357 - TERMS AND CONDITIONS

SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

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1. This publication and the TSP’s Tender/Tariff represent the entire agreement between the parties. No secondary requirements, agreements or supplemental terms and conditions shall be levied by either, without the TSP canceling its tender and reissuing it in order to set forth new provisions.

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2. Filing of a tender indicates the TSP’s agreement to provide not only transportation services, but also timely inventory and transportation data (electronic transaction data), and as necessary documentation in accordance with policies found at Defense Logistics Agency Energy’s website:
<https://dla.deps.mil/sites/dlaenergy/scm/SitePages/Publications.aspx>
<<https://dla.deps.mil/sites/dlaenergy/scm/SitePages/Publications.aspx>

8213

ITEM 359 - ACCEPTANCE OF PRODUCT FOR TRANSPORT

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1. The TSP will accept petroleum products for transportation in accordance with its Tariffs and implement policies, procedures, and practices that conform to standard industry practice.

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2. The TSP is not obligated to accept petroleum products that might contaminate or otherwise damage other shipments in accordance with Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) requirements.

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3. Products shall be accepted for transportation only:

8222
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a. When a shipper makes delivery arrangements to TSP at pumping rates and pressures that are adequate to meet minimum required throughput.

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b. In certain circumstances, at lesser throughput rates that are acceptable to a TSP on a case-by-case basis.

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4. When those products requiring corrosion inhibitors contain qualified compounds that are determined to be satisfactory to the TSP.

8229

ITEM 361 - DOD UNIQUE DESIGNATORS FOR PETROLEUM PRODUCTS

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1. DoD Unique item numbers for petroleum products are listed in Appendix B (pg. 235) in this publication and shall be used when completing Section A of the tender.

8234

ITEM 363 - INTERMODAL MOVEMENTS

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1. When a TSP issues a tender rate from origin to destination and intermodal service is required, a TSP that is approved by both SDDC and Federal Energy Regulation Commission (FERC) shall be used. Where intermodal service is required, the issuing TSP maintains responsibility and liability for entire movement until delivered at final destination. For purposes of this publication, the shipment shall be considered a pipeline movement and shall include the water, rail, or motor portion.

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ITEM 365 - LIABILITY OF TRANSPORTATION SERVICE PROVIDER AND TERMINAL OPERATORS

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1. Pipeline TSP and terminal operators shall be subject to common TSP liability for loss or damage to the goods in transit.

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2. Except as provided in Item 377 below, Loss of Product, TSP and terminals are liable for all loss or damage to goods transported by them unless they affirmatively demonstrate that any loss or damage was due to a *force majeure* situation.

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3. The TSP will not be liable for loss due to discoloration or deterioration of product if TSP shows that the loss is not a result of its negligence or wrongful act.

8256

ITEM 367 - MEASUREMENT OF VOLUME

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1. Volume shall be measured at both origin and destination, and be measured in meter units wherever possible. Where this type of measurement is not possible, tank gauging shall be used. All volume calculations shall be corrected/correlated for temperature, operating pressure, specific gravity and mechanical factors, by utilizing the API-ASTM correction tables.

8262

ITEM 369 - PRORATION EXCESS OF PIPELINE CAPACITY

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1. When the total nominations for movement on a pipeline exceeds capacity, shipments shall be prorated equitably under TSP's Tariff Rules pertaining to earned line time (see exception in paragraph 2 below). Any cargo owned by the pipeline will also be considered in the total equitable prorating calculation.

8268
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2. TSP will grant exceptions to the proration rule set forth in paragraph 1 to DoD petroleum products during emergencies, contingencies, and in situations when required for national defense. DoD will provide TSP with a verbal notification of these situations and then provide written confirmation.

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ITEM 371 - ROUTING

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1. DoD will not specify the specific routing of the shipment, including any selection of an interlining TSP, pipeline routes, or other standard practices of transportation operations or operations of facilities, as those shall remain to be the sole responsibility of the operating TSP. The originating TSP will select those interlining TSP, pipeline routes, and methods of both transportation operations and facility operations that adopt best industry practice while protecting the quantity/quality of DoD shipments in delivering fuel from origin to destination.

8282

ITEM 373 - SCHEDULING OF SHIPMENTS

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8284

1. Cargo nominations and schedule verifications shall be provided by DoD or its authorized agent(s) to the TSP in accordance with the governing rules

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II. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

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8293

1. This part sets forth the general requirements for compliance by a pipeline TSP when providing rates for services offered to handle, store, or transport DoD freight. Rules contained in this part shall be followed in order for the TSP to continue as a SDDC approved TSP.

8294

ITEM 375 - ADDITIVE INJECTION BLENDING SERVICE (AIB)

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1. TSP will provide all necessary equipment for injecting and/or blending service (AIB) for specified additives when required.

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2. Charges in this item shall be for the injecting and/or blending service only and shall not include the cost of additives. 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.

8302
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3. The following charges will apply when requested. TSP may offer additive injection blending services by listing appropriate, three-letter ANSI code on the tender:

8305

a. Icing inhibitor AIB(1) \$_____per barrel

8306

b. Corrosion additive AIB (2) \$_____per barrel

8307

c. Conductivity (anti-static) additive AIB (3) \$_____per barrel

8308

ITEM 377 - LOSS OF PRODUCT (LAS)

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1. Any commingling that occurs between batches within the pipeline may be divided by TSP equally among shippers in accordance with its tariff rules.

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2. The TSP shall be liable for all losses of product shipped by the DoD. TSP are expected to take into account the value of routine operating losses. TSP shall structure their rates accordingly, to address the expected costs for loss of DoD products, including costs incurred by the Government efforts to recover product value (determined in accordance with policies found at Defense Logistics Agency Energy's website: DoDM4140.25 located at <https://www.esd.whs.mil/Directives/issuances/dodm/> <<https://www.esd.whs.mil/Directives/issuances/dodm>) through periodic reconciliation of DoD products shipped and received.

8320
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3. Water and other impurities shall be deducted from the volume of shipment and shall not be considered part of the shipment at any time.

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4. The provisions of this Rules Publications and Tenders take precedence over any other agreements.

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ITEM 379 - DETERMINATION OF QUALITY

SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

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1. The quality determination or verification of petroleum products shipped, or of products tendered for shipment, shall be performed by conducting analysis techniques using the applicable Tariffs provisions and the TSP Quality Control Plan (QCP, see paragraph. 2 below). The TSP shall be provided product for shipment that meets government specifications, and the TSP is expected to return the product to government inventory within the limits of those same specifications.

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2. The TSP will institute and follow a written QCP in accordance with Industry Standard and MIL-STD-3004-1 approved by assigned Government Quality Representative. Plans shall be of sufficient detail to show the adequacy of TSP procedures and methodology to protect the integrity of quality and quantity of DLA Energy owned product in its possession. Requirements for a written QCP may be waived by DLA Energy when a TSP’s procedures and methodology detailed in TSP’s tariff are deemed sufficient to ensure protection of the government’s interests.

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3. In the event the TSP is requested to perform any function, which results in a rate increase, the TSP will propose the additional cost to Defense Logistics Agency Energy ESC for prior approval and concurrence before any approved rate increase becomes effective.

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8349

4. In cases where disputes exist as to the quality of the petroleum product, either party will have the right to review the quality analysis and/or re-test the quality of the petroleum product.

8350

5. Responsibility for verification of quality:

8351
8352

a. It shall be the responsibility of the origin TSP to verify the quality of the petroleum product tendered for shipment.

8353
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b. It shall be the responsibility of DoD to verify the quality of the petroleum product at destination.

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8357

c. At points other than origin or destination, petroleum products may be tested by the TSP or DoD, as agreed to or as otherwise determined to be necessary.

8358

ITEM 381 – FILTRATION SERVICE (FTR)

8359

1. TSP will provide FTR at a charge per barrel of product filtered:

8360

a. TSP-furnished filters/filter elements FTR (1) \$ _____

8362

b. Shipper-furnished filters/filter elements FTR (2) \$ _____

8363

c. Tank-to-tank filtration FTR (3) \$ _____

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2. When TSP purchase filters/filter elements, charges shall be limited to actual cost. 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. TSP will allow shipper to verify actual costs by examining TSP records/documentation. When verified, TSP may bill via the currently authorized Third Party Payment System (TPPS).

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ITEM 383 - FRACTIONS

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1. Fraction computations are in Section A, IV, Completing a SDDC 364-R Tender of this publication.

8376

ITEM 385 - RECEIPT AND ISSUE (DEL)

8377

1. TSP will receive and/or issue product into conveyances as shown below.

8378

2. Charges:

8379

- a. For receipt from a water TSP/or other waterborne vessel DEL (1) \$____per barrel

8380

- b. For receipt from a tank truck or trailer DEL (2) \$____per barrel

8381

- c. For receipt from a rail tank car DEL (3) \$____per barrel

8382

- d. For issue to a water TSP/or other waterborne vessel DEL (4) \$____per barrel

8383

- e. For issue to a tank truck or trailer DEL (5) \$____per barrel

8384

- f. For issue to a rail tank car DEL (6) \$____per barrel

8385

- g. Water TSP booming DEL (7) \$____per RI

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3. Where there is no additional charge for DEL, completion of this item is not required.

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4. DEL will include all services necessary for transfer of petroleum product between two conveyances, or from a conveyance to receiving facility.

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8389

ITEM 387 - RELEASED VALUE RATES

8390

1. Released value rates will not apply to DoD pipeline traffic. See Item 365 (pg. 212), Liability of Transportation Service Provider and Terminal Operators.

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8392

ITEM 389 - TERMINAL RECEIPT AND ISSUE DURING OTHER THAN NORMAL OPERATING HOURS (ORS)

8393

8394

1. The TSP will provide terminal receipt/issue service during other than normal operating hours when requested by the shipper, for a charge of ORS (1) \$__per hour or fraction for each employee furnished, subject to a minimum charge of ORS (2) \$____per employee furnished.

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8399

2. Time shall be calculated from arrival of truck/water TSP to the pipeline, and its availability for receipt/issue, to the time that the receipt/issue is completed and truck/water TSP is released. The TSP will note time required for receipt/issue on its corresponding currently authorized Third Party Payment System (TPPS) transaction.

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3. The TSP will obtain authorization prior to the required service date, if possible, and will note on its corresponding currently authorized TPPS transaction.

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ITEM 391 - TIME-PERIOD RATES

SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

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1. Where rates are based on specific volume and time, the tender will reflect the time during which the rates are in effect.

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8414

2. For rates based on specific volumes, rates and volumes shall be listed in Section D of tender as follows:

8415

a. Rate Qualifier shall be BB (per barrel).

8416

b. Minimum Weight/Volume/Quantity, state minimum number of barrels per cargo or annually if desired for which rates apply. Minimum per cargo or annual minimums shall be the only minimum accepted.

8417

8418

8419

c. Table of Rates, state rates in columns corresponding with minimum.

8420

d. For every minimum shown, there must be a corresponding rate. It is not necessary to show a minimum in every column. Volumes shall be stated in Section D as: 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)_____

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3. If TSP intends to apply more than four minimum volumes, the following will apply:

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a. Columns in Section D shall be completed; and

8427

b. Additional tender pages (Section D) may be inserted in the tender to achieve desired number of minimum volumes.

8428

8429

ITEM 393 - SECURITY RECOVERY (SRS)/DISASTER RECOVERY (DRS) SURCHARGES

8430

8431

1. TSP will enter only applicable three-character ANSI code.

8432

2. Consistent with Federal Energy Regulatory Commission (FERC) policy, SRS/DRS shall be assessed by TSP at a charge per barrel of delivered product.

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8435

3. Security Recovery and Disaster Recovery Surcharges will only remain in effect until such time full recovery of incurred expenses is affected.

8436

8437

4. TSP assessed:

8438

a. Security Recovery Surcharge SRS (1) \$ _____

8439

b. Disaster Recovery surcharge DRS (1) \$ _____

ATTENTION REVIEWERS

USTRANSCOM has proposed a rewrite of Section F. The rewrite of Section F is located in a separate document on the SDDC Public Website under the MFTURP-1 Adjudication Program Page. The separate document is listed with the current MFTURP-1 with line numbers and comment resolution matrix document. Please review the separate document for Section F and provide any comments via the comment resolution matrix to the MFTURP-1 Org Box. Any questions please contact the MFTURP-1 Org Box at usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil.

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~~**SECTION F — AIR TRANSPORTATION SERVICE
PROVIDER RULES**~~

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8473**SECTION F TABLE OF CONTENTS**

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8496

~~ITEM 447 ALL TPS AIR CARGO MUST MOVE UNDER CONSTANT SURVEILLANCE (CIS),~~

8497

~~ALONG WITH THE SIGNATURE AND TALLY RECORD SERVICE (675) OUTLINED BELOW,~~

8498

~~IN ADDITION, ALL TPS CARGO MUST MOVE UNDER D1, NEXT DAY SERVICE.....224~~

8499

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~~I. GENERAL AIR TRANSPORTATION SERVICE PROVIDER INFORMATION~~

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- ~~1. 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. 92).~~

8518

~~II. GENERAL RULES~~

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ITEM 407 – AGGREGATE WEIGHT (SEE NOTE)

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- ~~1. 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.~~
- ~~2. All succeeding BL issued after the first BL for the given destination shall be annotated by the consignor: “Aggregate Weight Rule applies, Reference: BL Number: _____.”~~
- ~~3. Hazardous or dangerous commodities may be consolidated, as described above, only with other compatible hazardous or dangerous commodities.~~

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~~NOTE: Shipments must be tendered in whole pounds; fractions of pounds shall be increased to the next higher pound.~~

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ITEM 411 – CHARGES FOR WEIGHT (SEE NOTES)

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- ~~1. Transportation charges for a shipment shall be based on the greater of:
 - ~~a. Actual gross weight (including packing material).~~
 - ~~b. Dimensional weight. Dimensional weight for a shipment shall be calculated on the basis of one pound per each 166 cubic inches as follows:
 - ~~i. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches; or~~
 - ~~ii. Total Cubic Inches / 166 = Dimensional weight.~~~~~~

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~~NOTE 1: See ITEM 407 above, AGGREGATE WEIGHT, and ITEM 421 (pg. 222), OVERSIZED FREIGHT.~~

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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8544 *NOTE 2: Consignors must tender shipments in whole pounds; fractions of*
8545 *pounds shall be increased to the next higher pound.*

8546

8547

ITEM 413 – ESCORTS/COURIERS (ECR)

8548

1. Air TSP provided couriers may accompany shipments aboard aircraft at the request of the government. Each escort and/or courier shall be subject to a charge of ECR(1)

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8551

\$_____per person.

8552

ITEM 415 – FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999914

8553

1. Any FAK consists of those commodities TSP offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristics.

8554

8555

2. The following commodities may not be included as FAK:

8556

a. Narcotics and dangerous drugs

8557

b. Ammunition and explosives (Class 1)

8558

c. Inhalation hazard poisons

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d. Radioactive materials, except those that may be transported by air in

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accordance with the provisions set forth in Title 49 CFR, Parts 172.101-

8561

and 173.421.

8562

e. Etiologic agents

8563

f. Hazardous or dangerous commodities

8564

g. Corpses

8565

h. Coins, currency, and precious metals

8566

i. Postage stamps or stamped envelopes

8567

j. Art

8568

k. Live animals

8569

l. Bulk commodities

8570

m. Food, fresh, frozen, or requiring refrigeration

8571

n. Military tractor tanks and tracked vehicles

8572

o. Vehicles, self-propelled

8573

p. Vehicles in driveway and/or towaway service

8574

q. Any commodity assigned a DoD unique commodity code by SDDC

8575

r. Engines

8576

s. Missiles or rockets

8577

t. Aircraft parts

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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~~u. Crated Household Goods and Personal Effects~~

8582

~~3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing any further exclusion. Tender commodity description "Freight All Kinds" (999914) shall be understood to include all commodities except those in paragraph 2.~~

8583

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~~4. Except as required by regulation or law, shipments described on Bills of Lading (BL) as " FAK" (999914) will not be further described as to the individual commodities contained in the shipment.~~

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~~5. Released value under this item for lost and/or damaged cargo shall not exceed \$1.00 per pound per piece or \$100 per piece, whichever is greater, but not to exceed actual value of the articles lost or damaged plus the amount of applicable transportation charges.~~

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~~NOTE: see ITEM 435, EXCESS VALUATION (pg. 224).~~

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~~**ITEM 417 – FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999931**~~

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~~1. Freight All Kinds (FAK) – DoD Unique Number 999931 consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge regardless of their differing transportation characteristics.~~

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~~2. The following commodities may not be included as FAK:~~

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~~a. Radioactive materials.~~

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~~b. Ammunition and explosives (Class 1)~~

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~~c. Inhalation hazard poisons~~

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~~d. Narcotics and dangerous drugs~~

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~~e. Etiologic agents~~

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~~f. Corpses~~

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~~g. Coins, currency, and precious metals~~

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~~h. Stamps~~

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~~i. Art~~

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~~j. Live animals~~

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~~k. Bulk commodities~~

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

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~~m. Military tractor tanks and tracked vehicles~~

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~~n. Vehicles, self propelled~~

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~~o. Vehicles in driveaway and or towaway service~~

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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8619 ~~p. Any commodity assigned a DoD unique commodity code by SDDC~~

8620 ~~q. Aircraft parts~~

8621 ~~r. Engines~~

8622 ~~s. Missiles or rockets~~

8623 ~~t. Crated Household Goods and Personal Effects~~

8624 ~~3. TSPs filing FAK tender rates may not restrict the application of such rates by~~
8625 ~~imposing any further exclusion. Tender commodity description FAK (999931)~~
8626 ~~shall be understood to include all commodities except those in paragraph 2.~~

8627 ~~4. Except as required by regulation or law, shipments described on BLs as FAK~~
8628 ~~(999931) will not be further described as to individual commodities contained~~
8629 ~~in the shipment.~~

8630 ~~5. Released value under this item for lost and/or damaged cargo shall not exceed~~
8631 ~~\$1.00 per pound per piece or \$100 per piece, whichever is greater, but not to~~
8632 ~~exceed actual value of articles lost or damaged plus the amount of applicable~~
8633 ~~transportation charges.~~

8634 ~~NOTE: see ITEM 435, EXCESS VALUATION (pg. 224).~~

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ITEM 419 – INSPECTION OF SHIPMENTS

8637 ~~1. TSP shall have the right to inspect shipments to determine applicable rates.~~
8638 ~~When shipments are found to be incorrectly described on the BL, consignor~~
8639 ~~will issue a BL Correction Notice (SF 1200), and freight charges shall be~~
8640 ~~assessed according to the proper description.~~

ITEM 421 – OVERSIZED FREIGHT (see NOTE)

- 8642 ~~1. The consignor must make advanced arrangements with the air TSP to~~
8643 ~~transport the following oversized shipments:~~
- 8644 ~~a. Piece(s) that exceed 125 (10 feet, 5 inches) inches in length and/or prevent~~
8645 ~~other freight from being loaded on the same pallet(s) because of special~~
8646 ~~tie-down requirements.~~
 - 8647 ~~b. Piece(s) that exceed 88 inches (7 feet, 4 inches) in width but are less than~~
8648 ~~125 inches (10 feet, 5 inches) in width and/or prevent other freight from~~
8649 ~~being loaded on the same pallet(s) because of special tie-down~~
8650 ~~requirements.~~
 - 8651 ~~c. Piece(s) that exceed 59 inches (4 feet, 11 inches) in height.~~
 - 8652 ~~d. Pieces that exceed 300 inches (25 feet) in length and girth combined~~
8653 ~~shall be defined as an oversized shipment.~~
- 8654 ~~2. If transportation for such shipments shall be provided on pallets (width 88~~
8655 ~~inches, length 125 inches), the TSP will not assess a rental charge for the use~~
8656 ~~of the pallets.~~

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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3. Charges: (stated in whole percent's only). On shipments of oversized freight, as described in paragraph 1a-1d above, the TSP's will be entitled to a flat surcharge of 520(1) for each oversized piece.

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4. Oversized freight shipments will allow for an additional (1) day of transit time unless otherwise agreed to by the shipper and the TSP.

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NOTE: see ITEM 411, CHARGES FOR WEIGHT (pg. 219).

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ITEM 423 – SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE

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1. Charges for accessorial services described in SECTION B, ITEM 63 (pg. 118), and ITEM 437 (pg. 224), 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.

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ITEM 425 – TSP PROVIDED SERVICES

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1. When a TSP publishes different levels of service at varying rates, the TSP will bill the Government at the rate applicable to the actual service performed, not to exceed the rate applicable to the service requested.

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a. NOTE: Transit time for TSP provided services shown below start on when the consignor's provides the package and all documentation necessary to initiate the shipment. If the consignor provides the package and documentation necessary to initiate the shipment at the time of pickup, then the transit time for TSP provided services shown below start on the requested pickup date and time IAW the operating hours contained in the TFG. When the consignor requests pickup and/or delivery on Saturday, Sunday, holidays, and/or before or after an installation's normal operating hours as indicated in the TFG, refer to section B, Item 55 (pg. 116), for appropriate accessorial service charges. TSP shall not be penalized due to the consignor's inability to provide the package and necessary/required documentation to initiate the shipment.

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2. The TSP must select the level of service to be used in the Standard Tender (Sections G and H) as follows:

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a. 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 in accordance with the TSP quote).

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b. 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.

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c. 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.

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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~~d. 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.~~

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~~3. When the consignor requests Overnight (D1) service with a before 12:00 p.m. delivery, the TSP is entitled to a charge of DEL(1)\$__per hundred pounds (CWT) subject to a minimum charge of DEL(2) \$__~~

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~~4. TSPs must provide the consignor with the service type offered/requested noted below:~~

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~~a. Airport to Airport Service (AA)—Origin city airport to destination city airport.~~

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~~b. Door to Door Service (DD)—Shipper’s origin to consignee’s receiving point.~~

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~~5. The consignor must annotate on the BL clearly and specifically a request for Priority, Overnight, Second Day Service, or Deferred Service. Where level of service is not requested, the TSP will bill for the lowest published charge in its tender. In no case will the TSP bill for a higher level of service than actually provided. In no event will the TSP bill for any service not provided with the exception of those provided for in Item 433 below.~~

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ITEM 427 – TSP SECURITY CLEARANCE REQUIREMENTS

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~~1. Refer to Section B, Item 1 (pg. 97), of this publication for TSP security clearance requirements.~~

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ITEM 433 – EXCUSABLE DELAYS

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~~1. The delivery commitment guarantee does not apply when the delays in delivery are caused by acts of God or of the public enemy, acts or omissions of the government in either its sovereign or contractual capacity, acts or omissions of the consignor, consignee appointment delivery mandates, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, or unusually severe weather. In each instance the failure to perform must be beyond the control and without the fault or negligence of the TSP. In the case of a delivery commitment guarantee that is not met due to an excusable delay, the TSP will have incurred costs making its best efforts to fulfill the delivery commitment guarantee, and, therefore, the TSP is entitled to bill and be compensated at the rate applicable to the requested service, regardless of whether the TSP ultimately performed to that level of service because the delay was beyond the control of the TSP.~~

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ITEM 435 – EXCESS VALUATION (EVC)

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~~1. Should the consignor desire to declare and establish cargo liability for amounts greater than \$1.00 per pound per piece or \$100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges, the TSP agrees to provide this increased liability coverage for EVC(1) \$for each \$100 or fraction thereof.~~

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ITEM 437 – REDELIVERY (RCL)

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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1. In addition to the charges shown in Section B, Item 63 (pg. 118), the TSP may establish a flat charge of RCL(4) \$ ___ per shipment. If RCL(4) is selected, RCL(1), RCL(2), and RCL(3) will not be applicable.

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2. If, after being notified that the shipment is on hand, the consignee elects to pick up the shipment at the TSP's terminal, no RCL charges will apply.

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3. Installations incurring charges under this item shall be billed directly. See ITEM 423 above, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES.

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~~III. RULES GOVERNING MOVEMENT OF HAZARDOUS, CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS~~

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~~ITEM 439 – ARRIVAL DURING OTHER THAN NORMAL OPERATING HOURS~~

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1. Shipments should be delivered to the consignee during normal operating hours (refer to the transportation facilities guide [TFG] for specific terminal/installation normal operating hours). However, when a shipment arrives at an installation during other than normal operating hours due to circumstances beyond the TSP's control, a secure holding area shall be provided for shipments that cannot be unloaded immediately. These areas shall be subject to the regulation of the cognizant military service for handling and safeguarding of hazardous, classified, and protected sensitive materials. In the event a secure holding area is not available on a military installation, the TSP will call the appropriate emergency notification number shown in Section A, Part VIII, Table 1 (pg. 92), to obtain authorization and directions to the closest secure holding installation/activity terminal. Responsibility for the shipment remains with the TSP until the shipment has been formally delivered.

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~~NOTE: see SECTION B, ITEM 79 (pg. 122), ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL).~~

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~~ITEM 441 – DRIVER REQUIREMENTS~~

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1. For driver requirements refer to Section B, Items 7 (see pg. 100) and 9 (see pg. 101).

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~~ITEM 443 – INSPECTION OF VEHICLES~~

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1. For inspection of vehicle requirements refer to Section B, Item 11 (pg. 101).

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~~ITEM 445 – PACKAGING AND MARKING REQUIREMENTS (HAZ)~~

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1. TSPs will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with Code of Federal Regulations (CFR) 49, International Air Transport Association (IATA), or International Civil Aviation Organization (ICAO) regulations governing the commercial airline industry.

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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~~2. Nonscheduled TSPs or freight forwarders which own/operate leased or corporation aircraft will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with CFR 49.~~

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~~3. Inspected hazardous material shipments found to be improperly prepared, packaged, or documented in accordance with CFR 49, IATA, or ICAO shall be returned to the consignor for correction.~~

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~~4. Pieces with a floor bearing weight in excess of what can be loaded on the available aircraft must be provided with a suitable skid or base which will distribute the weight to what can be loaded on the available aircraft. The weight of such skid or base shall be included in the weight of the shipment.~~

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~~5. The hazardous material shall be processed by the TSP for a charge of HAZ (1) \$_____ per shipment.~~

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~~IV. TRANSPORTATION PROTECTIVE SERVICES RULES~~

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~~**ITEM 447 – 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.**~~

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~~*NOTE: SEE SECTION A, PART VI, TERMS AND CONDITIONS APPLICABLE TO ALL MODES (pg. 71), AND SECTION A, ITEM B, TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES (pg. 71).*~~

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~~**ITEM 449 – SIGNATURE AND TALLY RECORD SERVICE (675)/ELECTRONIC SIGNATURE SERVICE**~~

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~~1. TSP shall provide Signature and Tally Record Service (675) upon request of the consignor, subject to the following:~~

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~~a. The service is designed to provide continuous responsibility for the custody of DoD shipments in transit. It requires a Signature and Tally Record (DD Form 1907) from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination.~~

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~~b. The consignor or his agent must place and sign the following annotation on the bill of lading:~~

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~~Signature and Tally Record requested. DD Form 1907 furnished to TSP.~~

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~~DATE _____ SIGNATURE _____ TITLE _____~~

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SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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e. Air TSPs performing 675 for DoD may use either a DD Form 1907, their own commercial signature form, or an electronic signature service to provide the record of continuous accountability and custody required for 675 shipments. The options are further explained below:

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i. A TSP supplied form will provide a complete record of the chain of custody of the shipment and will have a standardized block of data pertinent to the government shipment, including all data elements contained in Section A of the DD Form 1907. It will provide a chain of custody for the shipment through each terminal handling point at origin, hub, or other interline point(s) and at destination. The TSP form shall be supplied to consignors by the air TSP in advance to allow for preparation of the shipment. The form shall be assembled in sufficient copies to cover all handling points and provide a signed copy to the consignee.

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ii. TSPs may also offer an Electronic Signature Service that shows the movement of the shipment through the TSP system as recorded by certain electronic scans. When electronic tracking scans are used, neither actual signatures of persons handling the shipment nor a manually prepared Signature and Tally Record is required. However, a hard copy printout must be presented by the TSP to the consignee within three business days of shipment receipt. This printout will show scans at pickup and delivery and will also show movement as applicable into and out of terminals, stations, and/or hub locations. Upon request from the consignor or consignee, a TSP must be able to provide the identity of each person responsible for the scans, as reflected in the electronic records.

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d. In addition to all rates and charges for transportation, shipments on which 675 is provided at consignor's request shall be subject to a charge of 675(1) \$ ___ per shipment. In Section F(1) of the DoD Standard Tender of Freight Services, TSP will enter 675(1).

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ITEM 451 – CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)

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1. In addition to the requirements identified in Section A and Section B, Item 101 (pg. 128), the following applies to the air portion of air Constant Surveillance and Custody Service (CIS) shipments:

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a. For parked aircraft with Transportation Protective Service (TPS) material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines, or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or is awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for motor CIS, defined in Section B, Item 101 (pg. 128). As an alternative to observation, the shipment may be placed in a secure holding area.

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

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~~b. Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight, provided the shipment is loaded into a compartment that is not accessible to any unauthorized person. Conversely, if the shipment is loaded into a compartment of the aircraft that is accessible to an unauthorized person aboard, the shipment must remain under the constant surveillance of a cleared escort or qualified Transportation Service Provider (TSP) representative. Observation is required during loading and unloading operations and at any intermediate stops along the flight route.~~

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~~e. Route shipments accepted for transport under CIS only via TSPs that can provide CIS.~~

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~~2. In addition to all rates and charges for transportation, air shipments on which DoD CIS is provided at consignor's request shall be subject to a charge of CIS(1) \$___per shipment. TSP will enter CIS(1) in Section F, Item 1, of the DoD tender.~~

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~~3. Closed Area Storage (Security Cages) Requirements~~

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~~a. GENERAL: Closed area storage shall be constructed in accordance with the requirements set forth in DoD 5220.22-M, Chapter 5, Section 8, for safeguarding classified material:~~

~~<http://www.dtic.mil/whs/directives/corres/pdf/522022m.pdf>~~

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ITEM 453 – EXPRESS TSP

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~~1. Classified and sensitive materials requiring air express service are limited to the USPS, and the two TSPs, UPS and FedEx awarded under the NGDS (domestic-portion) contract. Use of other non-approved TSPs is strictly prohibited.~~

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

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**SECTION G – SPECIFIC SIMPLE FEDERAL
ACQUISITION TRANSPORTATION/SERVICE
CONTRACT ACT (SCA) PROVIDER RULES**

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SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

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8926 1. TSPs must comply with the Service Contract Act (41 USC 6703).

8927 a. DoD qualified motor carriers are responsible for following the requirements
8928 of the SCA. The wage determination rates applicable to motor carriers
8929 moving freight for the DoD are based on shipment origin, within one of the
8930 nine origin regions, as outlined in the applicable Wage Determination.

8931 b. All transportation contracts, to include individual Bills Of Lading (BOLs),
8932 must comply with the SCA. DoD regulations, (MFTURP-1 and DTR), do
8933 not relieve the responsibility for motor carriers to follow the provisions
8934 outlined by the SCA requirements mentioned above.

8935 c. The Federal Register and the Code of Federal Regulations are the official
8936 sources for regulatory information published by the DOL.

8937 d. SCA supporting documentation can be found on the SDDC public website:

8938 i. The current Wage Determinations can be found at:
8939 <https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Wage%20Determination.pdf>
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8941 ii. The DOL SCA Compliance Guide can be found at:
8942 <https://www.sddc.army.mil/domTrans/Pages/default.aspx>, Service
8943 Contract Act Tab

8944 iii. The SCA Origin Regions can be found at this link:
8945 <https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Regions.PNG>
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8947 2. Contractor Gratuities. A TSP may be removed from the program if the TSP
8948 offered or gave a gratuity (including an entertainment or gift) to an officer,
8949 official, or employee of the Government with the intent to obtain favorable
8950 treatment. There may be additional actions against the TSP under the DTR,
8951 MFTURP-1, or applicable law.

8952 3. Prohibition against contingent fees. By moving government cargo under this
8953 MFTURP, the TSP agrees that it has not employed or retained any person or
8954 agency to solicit or obtain the contract under an understanding or agreement for
8955 a commission, percentage, brokerage, or contingent fee, except a bona fide
8956 employee or established commercial or selling agency maintained by him to
8957 obtain business.

8958 4. Anti-Kickback Act Compliance. TSP agrees to comply with the requirements of
8959 the Anti-Kickback Act of 1986 (now codified at 41 U.S.C. Chapter 87,
8960 Kickbacks). In transportation contracts with the government (including those
8961 moved by Tender and BOL) in excess of \$150,000, the TSP shall have in place
8962 and follow reasonable procedures designed to prevent and detect violations of
8963 the Kickbacks Statute in its own operations and direct business relationships
8964 (e.g., company ethics rules prohibiting kickbacks by employees, agents, or
8965 subcontractors; education programs for new employees and subcontractors,
8966 explaining policies about kickbacks, related company procedures and the
8967 consequences of detection; procurement procedures to minimize the opportunity
8968 for kickbacks; audit procedures designed to detect kickbacks; periodic surveys
8969 of subcontractors to elicit information about kickbacks; procedures to report
8970 kickbacks to law enforcement officials; annual declarations by employees of

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

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gifts or gratuities received from subcontractors; annual employee declarations that they have violated no company ethics rules; personnel practices that document unethical or illegal behavior and make such information available to prospective employers.

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5. Prohibition of contractors limiting subcontractor sales directly to the United

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States. On any contract (including Tenders and BOLs) in excess of the simplified acquisition threshold (41 USC 134), the TSP shall not enter into any agreement with a subcontractor under the contract that has the effect of unreasonably restricting sales by the subcontractor directly to the United States of any item or process made or furnished by the subcontractor under the contract or otherwise act to restrict unreasonably the ability of a subcontractor to make sales to the United States.

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6. Limitation on use of appropriated funds to influence certain Federal contracting

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and financial transactions. 31 USC 1352 prohibits a recipient of a Federal contract, from using appropriated funds to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any covered Federal actions. The term “appropriated funds” does not include profit or fee from a covered Federal action. To the extent a person can demonstrate that the person has sufficient monies, other than Federal appropriated funds, the Government shall assume that these other monies were spent for any influencing activities that would be unallowable if paid for with Federal appropriated funds. 31 USC 1352 also requires offerors to furnish a declaration consisting of both a certification and a disclosure, with periodic updates of the disclosure after contract award.

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7. Requirement to Inform Employees of Whistleblower Rights:

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a. The Contractor shall inform its employees in writing, in the predominant native language of the workforce, of contractor employee whistleblower rights and protections under 10 U.S.C. 2409.

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b. The Contractor shall include the substance of this clause, including this paragraph (b), in all subcontracts.

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8. Equal Employment Opportunity. TSP agrees to adhere to Executive Order 11246 (Equal Employment Opportunity), as amended. TSPs shall comply with these specific provisions. In general, the Executive Order prohibits federal contractors and federally assisted construction contractors and subcontractors, who do over \$10,000 in Government business in one year from discriminating in employment decisions on the basis of race, color, religion, sex, sexual orientation, gender identity or national origin. The Executive Order also requires Government contractors to take affirmative action to ensure that equal opportunity is provided in all aspects of their employment. Additionally, Executive Order 11246 prohibits federal contractors and subcontractors from, under certain circumstances, taking adverse employment actions against applicants and employees for asking about, discussing, or sharing information about their pay or the pay of their co-workers.

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SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

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9018 9. TSPs must comply with the Service Contract Act (41 USC 6703). On the date a
9019 service employee begins work on a contract to which this Act applies, the
9020 contractor or subcontractor will deliver to the employee a notice of the
9021 compensation required under paragraphs (1) and (2) of the Act, on a form
9022 prepared by the Federal agency (see Appendix _____) or will post a notice of
9023 the required compensation in a prominent place at the worksite.”

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a. The Department of Labor (DOL) reaffirmed the requirement for SDDC
motor carriers to follow the provisions of the SCA. The DOL Wage and
Hour Division (WHD) has sole SCA enforcement responsibility of the
wage and benefit requirements of the SCA.

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b. SDDC motor carriers are responsible for following the requirements of the
SCA. The SCA requires contractors and subcontractors performing service
in excess of
\$2,500 to pay employees no less than the wage rates and benefits found
prevailing in the locality. For tenders, a contract is considered to be
completed by the issuance of a bill of lading. The wage determination rates
applicable to motor carriers moving freight for the DoD are based on
shipment origin, within one of the nine origin regions, as outlined in the
applicable Wage.

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c. All transportation contracts, to include individual Bills Of Lading (BOL's), in
excess of \$2,500 must comply with the SCA. Department of Defense
regulations, (MFTURP-1 and DTR), do not relieve the responsibility for
motor carriers to follow the provisions outlined by the DOL SCA
requirements mentioned above. The Federal Register and the Code of
Federal Regulations are the official sources for regulatory information
published by the DOL. The DOL provided a Compliance Guide to facilitate
access to information on the SCA. It, along with other supporting
documentation, can be found on the SDDC public website:
<https://www.sddc.army.mil/domTrans/Pages/default.aspx>.

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10. Minimum Wage for Contractor Employees:

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a. The Contractor shall pay to workers, while performing in the United States,
and performing on, or in connection with, this contract, a minimum hourly
wage rate of \$10.10 per hour beginning January 1, 2015.

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b. The Contractor shall adjust the minimum wage paid, if necessary, beginning
January 1, 2016, and annually thereafter, to meet the applicable annual E.O.
minimum wage. The Administrator of the Department of Labor's Wage and
Hour Division (the Administrator) will publish annual determinations in the
Federal Register no later than 90 days before the effective date of the new
E.O. minimum wage rate. The Administrator will also publish the
applicable E.O. minimum wage on www.wdol.gov (or any successor Web
site) and a general notice on all wage determinations issued under the
Service Contract Labor Standards statute or the Wage Rate Requirements
(Construction) statute, which will provide information on the E.O.
minimum wage and how to obtain annual updates. The applicable published
E.O. minimum wage is incorporated by reference into this contract.

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

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11. Small Business Provisions. In accordance with 15 USC 637, TSPs shall to arrange for the performance of transportation contracts by negotiating or otherwise letting subcontracts to socially and economically disadvantaged small business concerns for construction work, services, or the manufacture, supply, assembly of such articles, equipment, supplies, materials, or parts thereof, or servicing or processing in connection therewith, or such management services as may be necessary to enable the Administration to perform such contracts.

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12. Veteran Preference. In transportation contracts in the amount of \$100,000 or more, TSPs shall take affirmative action to employ and advance in employment qualified covered veterans IAW 38 USC 4212.

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13. Employment of Individuals with Disabilities. In transportation contracts in the amount of \$100,000 or more, TSPs shall take affirmative action to employ and advance in employment qualified individuals with disabilities IAW 29 USC 793.

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14. Taxpayer Identifying Number. TSPs must provide their Taxpayer Identifying Number (TIN) as part of their program enrollment/eligibility IAW 31 USC 7701(c).

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15. National Labor Relations Act Compliance. TSPs engaging in government contracts, to include non-FAR transportation contracts, shall comply with the requirements of 29 USC 151-169.

SECTION H –EXECUTIVE ORDER ON ENSURING ADEQUATE COVID SAFETY
PROTOCOLS FOR FEDERAL CONTRACTORS

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**SECTION H –EXECUTIVE ORDER ON
ENSURING ADEQUATE COVID SAFETY
PROTOCOLS FOR FEDERAL CONTRACTORS
(RESERVED)**

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Appendix A – Type of Equipment Codes

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The most current Type of Equipment Codes are accessible by all users, to include

9113

Department of Defense contractors and vendors, through the Defense

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Transportation Electronic Business (DTEB) website at

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<https://www.ustranscom.mil/cmd/associated/dteb/> by clicking on “Reference Data”

9116

and “Transportation Equipment Type Code”.

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TRNSPR TN_EQP MN2_CD	TRAN_EQ U_TY_EQ U_DSCR 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

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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

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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

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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

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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

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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

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Appendix B – DoD Unique Commodity Codes

9142 The most current DoD Unique Commodity Codes are accessible by all users, to
 9143 include Department of Defense contractors and vendors, through the Defense
 9144 Transportation Electronic Business (DTEB) website at
 9145 <https://www.ustranscom.mil/cmd/associated/dteb/> by clicking on “Reference Data”
 9146 and “DOD Unique Commodity Classification Codes”.
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9148 National Motor Freight Classification (NMFC) for motor or Standard Transportation
 9149 Commodity Code (STCC) for rail shipments must be used in the Standard Tender of
 9150 Freight Services. When no NMFC or STCC exists, use the applicable Department of
 9151 Defense (DoD) unique codes shown below. The released values shown for these
 9152 commodities apply to movements by both rail and other than rail. For explanation of the
 9153 classification of explosives, see 49 CFR 171.15 and 173.53.
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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

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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

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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

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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

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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

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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

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9182**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

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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

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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

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APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

9194 **The most current Routing Instruction Notes Codes are available on the United States**
 9195 **Transportation Command (USTRANSCOM) website at**
 9196 **<https://www.ustranscom.mil/cmd/associated/dteb/>. Click on “Reference Data” and**
 9197 **“Routing Instruction Notes Code”.**
 9198

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

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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

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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

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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

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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

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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, tiltable 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

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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

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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

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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

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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."

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Appendix E – Definitions

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The most current Definitions are available on the United States Transportation Command (USTRANSCOM) website at https://www.ustranscom.mil/dtr/dtr_definitions.pdf

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ACCESSORIAL SERVICES – Services performed which are additional, supplemental, or special, in addition to the basic transportation service.

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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.

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ACTUAL VALUE RATE – A rate based on the actual value of the material shipped.

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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.

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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.

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AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) – Organization that serves as coordinator of a voluntary standardization system for the U.S. private sector.

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AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM) – Organization for standardizing petroleum industry specifications and testing methods.

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APPEAL – Procedures that allows reconsideration of a TSP in non-use or disqualified status.

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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.

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ASTM TABLE 6 – Standardized table for converting a measured volume of fuel to a standard 60 degrees Fahrenheit.

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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.

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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).

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Appendix E – Definitions

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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

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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.

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9387 CONSTRUCTIVE PLACEMENT – When a TSP conveyance cannot be placed for
9388 loading, unloading, or at a point previously designated by the shipper or consignee, and is
9389 placed elsewhere, it is considered as being under constructive placement. TSP must notify
9390 the Transportation Officer of installation where the conveyance(s) has been constructively
9391 placed in writing the date, time and cars numbers that were placed
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9393 CONTAINER - A reusable shipping conveyance not less than 20-feet in length, outside
9394 measurement, loaded or empty, without bogie or chassis, fitted with devices permitting its
9395 ready transfer from one mode of transportation to another, and constructed to enable the
9396 attachment of removable bogie or chassis for further transportation.
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9398 CONTINENTAL UNITED STATES (CONUS) – United States territory comprising the
9399 48 contiguous states and the District of Columbia, including adjacent territorial waters but
9400 excluding Alaska and Hawaii. United States territory, including the adjacent territorial
9401 waters, located within the North American continent between Canada and Mexico.
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9403 CONTROLLED CRYPTOGRAPHIC ITEM – Communication Security equipment
9404 declassified by the National Security Agency. Controlled Cryptographic Items requires
9405 accountability when shipped by commercial transportation by use of paper or electronic
9406 signature service. Classified keying material associated with Controlled Cryptographic
9407 Items must be separately transmitted according to requirements for its classification.
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9409 CONVEYANCE – A trailer, railcar, or container used to transport a shipment. Any of a
9410 number of different vehicles (tanker, railcar, tank truck, etc.) used to move DoD freight to
9411 include petroleum products.
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9413 COURIER – Individuals who are United States government military members or civilian
9414 employees, or Department of Defense contractor employees granted with authority to be
9415 responsible for continuous surveillance and control over movements of classified material.
9416 Individuals designated as escorts or couriers must possess a Department of Defense-issued
9417 security clearance at least equal to the level of classification of the material being
9418 transported.
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9420 DANGEROUS ARTICLES – Material includes, but is not limited to certain types of
9421 chemicals and commodities, such as Flammable Liquids, Flammable Solids, Oxidizing
9422 Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances
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9424 DAY – Calendar day of 24 hours.
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9426 DEADHEAD – A transportation term for a movement by a TSP when the vehicle transports
9427 no passengers or freight.
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9429 DECK BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in
9430 structure, having an intact deck for the carriage of bulk materials. Also commonly referred
9431 to as a scow, lighter or hoy.

Appendix E – Definitions

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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DESTINATION – The place to which a shipment is consigned or where the TSP delivers cargo to the consignee or agent.

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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

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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.

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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.

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DUAL DRIVER PROTECTIVE SERVICE (DDP) – A protective service utilized for SRC III, IV, and Uncategorized AA&E, described in Item 103 (pg. 130), Dual Driver Protective Service, for detailed guidance.

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DUNNAGE – Lumber or other material used to brace and secure cargo to prevent damage during shipment.

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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.

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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.

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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.

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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.

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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.

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EMPTY TRAILER RETURN (ERS) – An accessorial charge for returning an empty trailer from destination to origin upon the shippers’ cancellation.

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Appendix E – Definitions

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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.

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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.

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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.

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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.

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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.

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FREIGHT – Goods to be shipped. A term used to classify the transportation of goods carried by commercial vessel or vehicle.

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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.

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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.”

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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.

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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.

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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.

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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.

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GOVERNMENT BUSINESS DAY (GBD) – Any business day (i.e., Monday through Friday) that is not a Federal Holiday.

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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)

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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.

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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.

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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, Indigenous Peoples Day, Thanksgiving Day, and Christmas Day.

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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.

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IMPROPER EQUIPMENT – Failure by a TSP to provide the specific equipment requested by DoD personnel in order to perform specific transportation/logistics requirements.

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IN- BOND – A shipment that has not cleared U.S. Customs.

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9684 IN-TRANSIT VISIBILITY – The ability to track in real time the identity, status, and
9685 specific location of DoD shipments of unit and non-unit cargo (excluding bulk petroleum,
9686 oils, and lubricants), passengers, medical patients, and personal property from point of
9687 origin to the consignee or destination.

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9689 INADEQUATE EQUIPMENT – TSP equipment that is deemed inadequate to perform
9690 transportation services due to its defective condition, or where operation of the equipment
9691 fails to meet DOT safety regulations, or equipment whose design or defect lacks proper
9692 security features required to properly secured freight, or equipment that has broken,
9693 missing or improper seals.

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9695 INTERMODAL MOVE – Being or involving transportation by more than one mode of
9696 transportation or type of TSP during a single journey. An intermodal move occurs when
9697 two or more different modes such as rail, truck, barge and/or sealift are used to move cargo
9698 from origin to destination. An intermodal move may occur in CONUS and/or OCONUS
9699 such as in Alaska, Hawaii, etc. The term “intermodal move” can be used interchangeably
9700 with “multi-modal service.”

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9702 INTERNAL – Vessel movements (origin and destination) which take place solely on inland
9703 waterways. An inland waterway is one geographically located within the boundaries of the
9704 contiguous 48 states or within the boundaries of the State of Alaska.

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9706 LAKELIKE – Waterborne traffic between the United States ports on the Great Lakes
9707 System. The Great Lakes System is treated as a separate waterway system rather than as a
9708 part of the inland waterway system. In comparing historical data for the Great Lakes
9709 System, one should note that prior to calendar year 1990, marine products, sand and gravel
9710 being moved from the Great Lakes to Great Lake destinations were classified as local
9711 traffic. From 1990 on, these activities are classified as lake wise traffic.

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9713 ISO CONTAINER - An article of transport equipment that meets International
9714 Organization for Standardization standards that is designed to be transported by various
9715 modes of transportation. These containers are also designed to facilitate and optimize the
9716 carriage of goods by one or more modes of transportation without intermediate handling
9717 of the contents and equipped with features permitting ready handling and transfer from
9718 one mode to another. Containers may be fully enclosed with one or more doors, open top,
9719 refrigerated, tank, open rack, gondola, flatrack, and other designs.

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9721 LASH/SEABEE BARGE – A barge, usually flat-bottomed and rectangular in structure to be
9722 lightered aboard a mother ship.

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9724 LASHING – Ropes, wires, chains, steel straps, or other special devices used to secure cargo.
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9726 LATE – Unexcused failure to deliver the shipment by the end of normal operating hours on
9727 the Required Delivery Date (RDD).

Appendix E – Definitions

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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.

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LINE FILL – The quantity of fuel required to completely fill a section of pipeline.

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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.

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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.

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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.

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LOSS TOLERANCE – An agreed percentage of fuel that is lost during transit or when placed in storage due to minor leaks and evaporation, etc.

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MANIFEST – A document specifying in detail the passengers or items carried for a specific destination.

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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.

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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.

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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.”

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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.

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Appendix E – Definitions

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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.

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NO SHOW – Failure by a TSP to pick up a shipment on the agreed date and time.

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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.

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NON-USE LETTER – Correspondence that places a TSP in non-use status for a period of time at either an installation or nationwide level.

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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.

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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.

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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.

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OVERTIME – Hourly charges incurred beyond established working hours and which exceed the total number of regular working hours per week.

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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. 147), Over dimensional Freight Service/Overweight Permit Shipments.

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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.

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Appendix E – Definitions

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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.

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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.

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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).

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PRIVATELY OWNED VEHICLE (POV) – Belonging to, restricted to, or intended to be used for the personal use of an individual.

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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.

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PROPORTIONAL RATES – Rates that are not intended to stand alone, and may only apply in conjunction with another proportional rate. see also Combination Rates.

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QUALIFIED TSP REPRESENTATIVE – A TSP representative transporting DoD cargo and who is:

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a. Aware of the classification/sensitivity of DoD cargo.

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b. Knowledgeable of safety, security and emergency procedures to be followed.

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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).

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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.

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RAIL TANK CAR – A railcar designed to carry liquefied loads or cargo.

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RAIL TSP – A rail as defined in 49 U.S.C.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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SECURED AREA – An area to which access is controlled and is under regular, periodic surveillance by security personnel.

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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.”

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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.

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Appendix E – Definitions

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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 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.

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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.

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SHIPMENT REFUSAL – Failure of a TSP to accept or decline a shipment within one hour of offer.

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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.

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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).

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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.

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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.

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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.

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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.

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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

Appendix E – Definitions

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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 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.

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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.

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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.

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TANK TRUCK – A vehicle designed to carry liquefied loads or cargo on roadways

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TEMPERATURE CONTROLLED GALLONS – The volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as “net volume”).

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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.

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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.

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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.

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TIME-DEFINITE DELIVERY (TDD) – The delivery of freight at a time and destination specified by the receiving activity

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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.

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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.

Appendix E – Definitions

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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.

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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. 126), Transloading Transportation Protective Service (TPS) Shipments for more information.

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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.

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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.

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TRANSPORTATION AGENT (TA) – Person(s) (military or civilian) designated or appointed by the Transportation Officer to perform traffic management functions.

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TRANSPORTATION OFFICER (TO) – Person(s) designated by the commander of a military activity to perform traffic management functions.

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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.

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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.

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TRIP LEASED – A vehicle lease of 30 days or less in duration between a DoD-approved TSP and leasing agent involving the power unit.

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Appendix E – Definitions

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TRIP LEASING – Leasing a company's vehicle to a DoD-approved TSP for a single trip.

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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.

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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.

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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).

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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

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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

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Abbreviation	Definition
WTG	Waiting Time

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Appendix G – Websites

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1. Websites listed below are referenced throughout this publication.

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a. SDDC Publication Updates: <https://www.sddc.army.mil/Pages/default.aspx>

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b. SDDC Freight Carrier Registration Program

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(FCRP):

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<https://stallion.eta.sddc.army.mil/ccp/jsp/CCPSca>

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c.jsp.

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c. DOT Licensing and Insurance:

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[https://www.fmcsa.dot.gov/registration-licensing/registration-](https://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm)

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licensing.htm

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d. Execution of Standard Form (SF) 328, Certificate Pertaining to Foreign

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Interests: <https://www.gsa.gov/portal/forms/download/116246>

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e. US Bank: <https://network.syncada.com/usbank>

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f. Electronic Commerce/ Electronic Data Interchange (EC/EDI) Trading

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Partner Guide for Defense Transportation:

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[https://www.sddc.army.mil/GCD/SiteAssets/TPA_Template%20Nov1](https://www.sddc.army.mil/GCD/SiteAssets/TPA_Template%20Nov11.pdf)

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g. SDDC TEAMS Distance Learning Program (DLP):

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<https://eta-teams.transport.mil/teams/login>

10135

h. Defense Table of Official Distance (DTOD): <https://dtod.sddc.army.mil/>

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i. GOCARE: <https://www.sddc.army.mil/G3/Pages/GOCARE.aspx>

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j. Washington Headquarters Services Executive Services

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Directorate:

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<https://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf>.

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k. API Manual of Petroleum Measurement Standards

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(MPMS):

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http://www.eia.gov/dnav/pet/pet_pri_spt_s1_m.htm

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Appendix H – References

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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.

10153

1. 2012 Emergency Response Guidebook, (ERG).

10154
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2. Association of American Railroads, Open Top Loading Rules Manual.

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3. American Trucking Associations, ATA Hazardous Materials Tariff, ICC ATA 111- series.

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4. Code of Federal Regulations, Title 14, Part 205, Aircraft Accident Liability Insurance

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5. Code of Federal Regulations, Title 14, Part 296.3, Indirect Cargo Air Carrier

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6. Code of Federal Regulations, Title 32, Part 619.4, Insurance—Public Liability and Cargo.

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7. Code of Federal Regulations, Title 33, Part 6, Protection and Security of Vessels, Harbors, and Waterfront Facilities.

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8. Code of Federal Regulations, Title 33, Part 104, Maritime Security: Vessels.

10164

9. Code of Federal Regulations, Title 33, Part 105, Maritime Security: Facilities.

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10. Code of Federal Regulations, Title 33, Part 109, General.

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11. Code of Federal Regulations, Title 33, Part 110, Anchorage Regulations.

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12. Code of Federal Regulations, Title 33, Part 125, Identification Credentials for Persons Requiring Access to Waterfront Facilities or Vessels.

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13. Code of Federal Regulations, Title 33, Part 126, Handling of Dangerous Cargo at Waterfront Facilities.

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14. Code of Federal Regulations, Title 33, Part 126, Section 126.19, Issuance of Permits for Handling Designated Dangerous Cargo.

10174
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15. Code of Federal Regulations, Title 33, Part 160, Ports and Waterways Safety— General.

10176
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16. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.40, Transportation and Traffic Management.

10178
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17. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101-41.302-3, Terms and Conditions Governing Acceptance and Use of GBLs.

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- 10183 19. Code of Federal Regulations, Title 49, Part 105, Hazardous Materials
10184 Program Definitions and General Procedures.
- 10185 20. Code of Federal Regulations, Title 49, Part 106, Rulemaking Procedures.
- 10186 21. Code of Federal Regulations, Title 49, Part 107, Hazardous Materials
10187 Program Procedures.
- 10188 22. Code of Federal Regulations, Title 49, Part 110, Hazardous Materials Public
10189 Sector Training and Planning Grants.
- 10190 23. Code of Federal Regulations, Title 49, Part 130, Oil Spill Prevention and
10191 Response Plans.
- 10192 24. Code of Federal Regulations, Title 49, Part 171, General Information,
10193 Regulations, and Definitions.
- 10194 25. Code of Federal Regulations, Title 49, Part 171, Section 171.15, Immediate
10195 Notice of Certain Hazardous Materials Incidents.
- 10196 26. Code of Federal Regulations, Title 49, Part 173, Section 173.53, Provisions For
10197 Using Old Classifications of Explosives.
- 10198 27. Code of Federal Regulations, Title 49, Part 171, Section 171.8,
10199 Definitions and Abbreviations.
- 10200 28. Code of Federal Regulations, Title 49, Part 172, Hazardous Materials Table,
10201 Special Provisions, Hazardous Materials Communications, Emergency
10202 Response Information, And Training Requirements.
- 10203 29. Code of Federal Regulations, Title 49, Part 172, Section 172.101,
10204 Hazardous Materials Table.
- 10205 30. Code of Federal Regulations, Title 49, Part 172, Section 172.504, Table 2,
10206 General Placarding Requirements.
- 10207 31. Code of Federal Regulations, Title 49, Subchapter H, Section 172.700,
10208 Purpose and Scope.
- 10209 32. Code of Federal Regulations, Title 49, Subchapter H, Section, 172.701, Federal-
10210 State Relationship.
- 10211 33. Code of Federal Regulations, Title 49, Subchapter H, Section 172.702,
10212 Applicability and Responsibility for Training and Testing.
- 10213 34. Code of Federal Regulations, Title 49, Subchapter H, Section 172.704,
10214 Training Requirements.
- 10215 35. Code of Federal Regulations, Title 49, Section 173, Shippers—General
10216 Requirements for Shipments and Packaging.
- 10217 36. Code of Federal Regulations, Title 49, Part 174, Section 174.81,
10218 Segregation of Hazardous Materials.

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- 10219
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- 10222 37. Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1
10223 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and
10224 Certification.
- 10225 38. Code of Federal Regulations, Title 49, Part 176, Carriage by Vessel.
- 10226 39. Code of Federal Regulations, Title 49, Part 176, Section 176.108,
10227 Supervision of Class 1 (Explosive) Materials During Loading, Unloading,
10228 Handling and Stowage.
- 10229 40. Code of Federal Regulations, Title 49, Part 176, Section 176.180, Watchkeeping.
- 10230 41. Code of Federal Regulations, Title 49, Part 176, Section 176.99, Permit
10231 Requirements for Certain Hazardous Materials.
- 10232 42. Code of Federal Regulations, Title 49, Part 177, Carriage by Public Highway.
- 10233 43. Code of Federal Regulations, Title 49, Part 177, Section 177.834(1)(1)
10234 Carriage by Public Highway, General Requirements.
- 10235 44. Code of Federal Regulations, Title 49, Part 371, Section 371.2, Brokers of
10236 Property, Definitions.
- 10237 45. Code of Federal Regulations, Title 49, Part 382, Controlled Substances and
10238 Alcohol Use and Testing.
- 10239 46. Code of Federal Regulations, Title 49, Part 383, Commercial Driver’s
10240 License Standards; Requirements and Penalties.
- 10241 47. Code of Federal Regulations, Title 49, Part 384, State Compliance With
10242 Commercial Driver’s License Program.
- 10243 48. Code of Federal Regulations, Title 49, Part 385, Safety Fitness Procedures.
- 10244 49. Code of Federal Regulations, Title 49, Part 386, Rules of Practice for Motor
10245 Carrier Safety and Hazardous Materials Proceedings.
- 10246 50. Code of Federal Regulations, Title 49, Part 387, Minimum Levels Of
10247 Financial Responsibility For Motor Carrier.
- 10248 51. Code of Federal Regulations, Title 49, Part 387, Section 387.9, Minimum
10249 Levels of Financial Responsibility.
- 10250 52. Code of Federal Regulations, Title 49, Part 388, Cooperative Agreements with States.
- 10251 53. Code of Federal Regulations, Title 49, Part 389, Rulemaking Procedures—
10252 Federal Motor Carrier Safety Regulations.
- 10253 54. Code of Federal Regulations, Title 49, Part 390, Federal Motor Carrier
10254 Safety Regulations.
- 10255 55. Code of Federal Regulations, Title 49, Part 390, Section 390.5, Definitions.
- 10256 56. Code of Federal Regulations, Title 49, Part 391, Qualifications of Drivers.
- 10257 57. Code of Federal Regulations, Title 49, Part 392, Driving of Commercial
10258 Motor Vehicles.

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- 10262 58. Code of Federal Regulations, Title 49, Part 393, Parts and Accessories
10263 Necessary for Safe Operation.
- 10264 59. Code of Federal Regulations, Title 49, Part 395, Hours of Service of Drivers.
- 10265 60. Code of Federal Regulations, Title 49, Part 396, Inspection, Repair, and Maintenance.
- 10266 61. Code of Federal Regulations, Title 49, Part 397, Transportation of
10267 Hazardous Materials; Driving and Parking Rules.
- 10268 62. Code of Federal Regulations, Title 49, Part 1005, Principles and Practices for
10269 the Investigation and Voluntary Disposition of Loss and Damage Claims and
10270 Processing Salvage.
- 10271 63. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 202,
10272 Cargo Routing and Movement.
- 10273 64. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 204,
10274 Hazardous Materials.
- 10275 65. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205,
10276 Movement of Sensitive Conventional Arms, Ammunition, and Explosives,
10277 Classified (SECRET and Confidential), and Controlled Cryptographic and
10278 Sensitive Items.
- 10279 66. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205,
10280 paragraph G, Small Shipments of AA&E.
- 10281 67. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 207,
10282 Carrier Performance.
- 10283 68. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Table
10284 205- 17, Security Risk Codes.
- 10285 69. Department of Defense Manual 4140.25-M, DoD Management of Bulk
10286 Petroleum Products, Natural Gas, and Coal.
- 10287 70. Department of Defense Manual 5100.76-M, Chapter 6, Transportation.
- 10288 71. Department of Defense Manual 5100.76-M, Chapter 7, Transportation.
- 10289 72. Department of Defense Manual 5100.76-M, Appendix 3, Physical Security of
10290 AA&E at Military Terminals.
- 10291 73. Department of Defense Manual 5220.22-C, Section III, National Industrial
10292 Security Program Operating Manual-Common Requirements.
- 10293 74. Department of Defense Manual 5220.22-M, National Industrial Security
10294 Program Operating Manual.
- 10295 75. Department of Defense Manual 5220.22R, Industrial Security Regulation.
- 10296 76. Department of Defense Manual 6055.9 STD, DoD Ammunition and
10297 Explosives Safety Standards.

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10301 77. Department of Defense Manual 6055.9 STD, paragraph C9.5, Energetic Liquids.
- 10302 78. Department of Navy OPNAVINST 5510.1, Information and Security
10303 Program Regulation Manual.
- 10304 79. Department of Navy OPNAVINST S5513.3B, Security Classification
10305 Guidance For Surface Warfare Programs.
- 10306 80. Department of Navy OPNAVINST S5513.5B, Security Classification
10307 Guidance For Undersea Warfare Programs.
- 10308 81. Federal Specification FF-S-2738, Seals, Anti-pilferage.
- 10309 82. Military Surface Deployment and Distribution Command (current
10310 version), EDI Technical Trading Partner Guide for Defense
10311 Transportation.
- 10312 83. Military Surface Deployment and Distribution Command Transportation
10313 Engineering Agency, Pamphlet 55-19, Tie-down Handbook for Rail
10314 Movements.
- 10315 84. Military Surface Deployment and Distribution Command, Class Rate
10316 Publication No. 100A (current version).
- 10317 85. National Motor Freight Traffic Association, Inc., National Motor
10318 Freight Classification, Tariff STB NMF 100 series.
- 10319 86. NMF 101-Series, National Motor Freight Traffic Association, Inc., Agent
- 10320 87. Continental Directory of Standard Point Location Codes NMF 102-Series,
10321 National Motor Freight Traffic Association, Inc., Agent.
- 10322 88. RAILINC, Mileage Allowances and Rules Tariff, STB RPS 6007-Series.
- 10323 89. United States Army Publications Distribution Center, Closed Circuit
10324 Television (CCTV) Guidelines, Field Manual 3-19.30, Chapter 6,
10325 Physical Security.
- 10326 90. United States Code, Title 5, Part III, Subpart E, Chapter 61, Subchapter I, § 6103.
- 10327 91. United States Code, Title 18, Part I, Chapter 44, Section 922, Unlawful Acts.
- 10328 92. United States Code, Title 49, Subtitle IV, Part A, Chapter 101, Section
10329 10102, Definitions.
- 10330 93. United States Code, Title 49 Subtitle IV, Part B, Chapter 131, Section
10331 13102, Definitions
- 10332 94. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section
10333 15504, Government Traffic.
- 10334 95. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section
10335 15504, Government Traffic.
- 10336 96. United States Code, Title 49, Subtitle VI, Part B, Chapter 311, Subchapter III,
10337 Section 31132, Definitions.
- 10338 97. United States Code, Title 49, Subtitle VIII, Chapter 601, Section 60101, Definitions.

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98. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60501,
Secretary of Energy

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99. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60502,
Federal Energy Regulatory Commission

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APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

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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

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 Services 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		d. 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

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DD Form 1907, Signature and Tally Record

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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		YES		NO	
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*						a. TRUCK/TRACTOR			
c. ROUTE PLAN		f. COPY OF 49 CFR PART 397						b. TRAILER			
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. TARPAULIN*					
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; TARPAULIN 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, MAR 2007

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DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

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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
			CLASSIFICATION ITEM NO				
			RELEASE VALUE: Mileage: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop offs.				
			SEE CONTINUATION PAGE(S) FOR ITEM DETAILS				
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED <input checked="" type="checkbox"/>		SHIPPER'S INITIALS		ROUTE ORDER/RELEASE NUMBER	
		VEHICLE FULLY LOADED <input type="checkbox"/>					
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS					
		INITIALS & NO.		SEAL NUMBERS		LENGTH/CUBE	
		APPLIED BY:		ORDERED AV1		FURNISHED AV1	
FOR:				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 checked="" 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				GBLOC			
				DATED			
<small>*THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, 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>							
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Commercial Bill of Lading, GFM

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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: _____
 OWNERSHIP 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

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Commercial Bill of Lading, DSS

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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
			CLASSIFICATION ITEM NO				
			RELEASE VALUE: Mileage: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop offs.				
			SEE CONTINUATION PAGE(S) FOR ITEM DETAILS				
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED <input checked="" type="checkbox"/>		SHIPPER'S INITIALS		ROUTE ORDER/RELEASE NUMBER	
		VEHICLE FULLY LOADED <input type="checkbox"/>					
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS					
		INITIALS & NO.		SEAL NUMBERS		LENGTH/CUBE	
		APPLIED BY:		ORDERED AV1		FURNISHED AV1	
FOR:				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 checked="" 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				GBLOC			
				DATED			
<small>*THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, 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>							
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Commercial Bill of Lading, CMOS

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COMMERCIAL BILL OF LADING				DATE		B/L NO.					
CARRIER				SCAC		CARRIER ACCOUNT NO.					
DESTINATION (Name, address and ZIP code)				SPLC (Dest.)		ORIGIN (Name, address and ZIP code)					
CONSIGNEE (Name, address and ZIP code of installation)				GBLOC (Cons.)		SHIPPER (Name, address and ZIP code)					
APPROPRIATION CHARGEABLE				BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)		AGENCY LOC CODE					
VIA (Route shipment when advantageous to the Government)				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		J		SHIPPER'S INITIALS		ROUTE ORDER/RELEASE NUMBER			
L		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)		GBLOC		DATED		BY (Name of the delivering carrier)		DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE J DAMAGED L			
						<input type="checkbox"/> CARRIER OS&D REPORT ATTACHED <input type="checkbox"/> DELIVERY AT DESTINATION FURNISHED <input type="checkbox"/> ACCESSORIAL SERVICES CERTIFICATION ATTACHED		NAME OF BILLING CARRIER			
CONTRACT/PURCHASE ORDER NO. AND FOB POINT								SIGNATURE OF AGENT			
<small>*THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, 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 AGENTS 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>											
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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: _____
 OWNERSHIP 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

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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			TOTAL CHARGES					
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED <input type="checkbox"/>			SHIPPER'S INITIALS		ROUTE ORDER/RELEASE NUMBER				
		VEHICLE FULLY LOADED <input type="checkbox"/>									
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					
						<input type="checkbox"/> ACCESSORIAL SERVICES CERTIFICATION ATTACHED					
<small>*THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, 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>											
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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 number 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 10490)

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 20302.

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 20407.

(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 No. 10B - Destination: Enter SPLC and point name (city or accessory services Government facility), county, and destination State.
Block No. 15 - Accessorial/Protective Services
Block No. 15A - Rate or charge: Enter rate or charge (city or (cents per cwt, charge per shipment, etc.). If are to be furnished at no additional charge, enter "no charge" in this

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 10A 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 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 23061; enter as 250600).
4. If the rates apply from, to, or between points in the entire State or large portions of the State, enter the first 2 digits, the numerical State code as shown in the Continental Directory NMF 102 (SPLC Directory) (200000); PA, East Section (210000); 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 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 of 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, 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. 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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<p>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</p>	<p><i>OMB APPROVAL NUMBER</i> 0704-0261 Expires 4/30/2019</p>
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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 _;
10726 (RAIL ONLY) APPENDIX B _____

APPE
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A

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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

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By (signature and print Title of Authorized Officer or Agent)	Address:	Date:
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SECTION D – POINT-TO-POINT RATES
1. RATE QUALIFIER (SELECT ONE):

10815 PH = Per Hundred Weight DH = Per Per Hundred Weight Per Dromedary Service Shipment
10816 ST = Per Short Ton PG = Per Gal.(Bulk Liquid Transporters other than Pipeline or Barge)
10817 PL = Per Vehicle Used PV = Per Vehicle Used (Vehicles on Rail Flat, Bilevel & Trilevel Cars, and in
10818 motor PC = Per Rail Car Used Truckaway or Haulaway Service
10819 DL = Per Dromadary Service Shipment BB = Per Barrel (Pipeline/Barge Only)

10820 2. MINIMUM WEIGHT/VOLUME/QUANTITY: COLUMN A:..... COLUMN B:.....
10821 COLUMN C: COLUMN D:.....

10822 3. TABLE OF RATES:

10823 BETWEEN RAIL ONLY RAIL
10824 SPLC LOCATION (X) COLUMN A: COLUMN B: COLUMN C:
10825 COLUMN D: INCENTIVE ROUTES
10826 FROM: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____

10827 FROM: _____ | _____ | {} _____ . _____ . _____
10828 TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____

10829 FROM: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____

10830 FROM: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____

10831 FROM: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____
TO: _____ | _____ | {} _____ . _____ . _____

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Appendix I – Transportation Forms And Documentation

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SECTION E. TERRITORIAL RATES
ORIGINS:
RAIL

<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>	<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>
--	[_____]	-- _____	[_____]		
--	[_____]	-- _____	[_____]		
--	[_____]	-- _____	[_____]		
--	[_____]	-- _____	[_____]		

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DESTINATIONS:
RAIL

<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>	<u>ROUTES</u>	<u>SPLC</u>	<u>LOCATION</u>
--	[_____]	-- _____	[_____]		
--	[_____]	-- _____	[_____]		
--	[_____]	-- _____	[_____]		
--	[_____]	-- _____	[_____]		

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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).

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SECTION E. TERRITORIAL RATES CONTINUED

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RATE TABLES: (USE ONLY ONE)

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TABLE A

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PER MILE PER VEHICLE (CAR) USED/PER MILE PER VEHICLE MOVED

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RATE:
MINIMUM CHARGE:

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TABLE B

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PER HUNDREDWEIGHT / PER GALLON / PER HUNDEREDWEIGHT PER MILE / PER GALLON PER MILE / PER FROMEDARY SERVICE SHIPMENT / PER HUNDREDWEIGHT PER DROMEDARY SERVICE SHIPMENT / PER HUNDEREDWEIGHT PER MILE PER DROMEDARY SERVICE SHIPMENT / PER MILE PER VEHICLE MOVED

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MINIMUM QUANTITY
(POUNDS/GALLONS/VEHICLES): RAIL
ONLY

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 RATE

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MINIMUM CHARGE (PER HUNDREDWEIGHT PER MILE,
PER GALLON PER MILE, OR PER MILE PER VEHICLE MOVED):

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TABLE C

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PER SHORT TON

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MINIMUM QUANTITY (SHORT TONS):
RATE:

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TABLE D

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PERCENT OF CLASS RATES SPECIFIES IN SDDC CLASS RATE PUBLICATION NO. 100-SERIES

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MINIMUM CHARGES: PERCENT

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FREIGHT ALL KINDS (FAK): PERCENT OF CLASS 100 RATES

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SPECIFIC NMFC OR DOD UNIQUE COMMODITY(IES) OTHER THAN PERCENT OF
CLASS 100 RATES
FREIGHT ALL KINDS (FAK):

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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	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							
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	----	----	----	----	----	----	----	----	----	----

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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 ()

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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	----	----	----	----	----	----	----	----	----	----

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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)

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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 201-250	-----	-----	1401-1450	-----	-----	2601-2650	-----	-----
I 251-300	-----	-----	1451-1500	-----	-----	2651-2700	-----	-----
L 301-350	-----	-----	1501-1550	-----	-----	2701-2750	-----	-----
E 351-400	-----	-----	1551-1600	-----	-----	2751-2800	-----	-----
A 401-450	-----	-----	1601-1650	-----	-----	2801-2850	-----	-----
G 451-500	-----	-----	1651-1700	-----	-----	2851-2900	-----	-----
E	-----	-----		-----	-----		-----	-----

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501-550			1701-1750			2901-2950		
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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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THE FOLLOWING POINTS ARE EXCEPTED FROM THE APPLICATION OF SECTION E-1 OF THIS TENDER:

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SPLC LOCATION (O) (D) SPLC LOCATION (O) (D)

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.. _____ | _____ | [] [] _ | _____ | [] []
 .. _____ | _____ | [] [] _ | _____ | [] []
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SECTION E-1. STATE-TO-STATE RATE MATRIX (CONTINUED)

FROM TO	-----	-----	-----	-----	-----	-----	-----
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SECTION F – SECURITY AND ACCESSORIAL SERVICES (CONTINUED)

ACCESSORIAL SERVICES: (PIPELINE

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ONLY) SERVICE CHARGE

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11118	----	-----	·	-----
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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

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION

FROM: _____

TO: _____

TO: _____

TO: _____

SPLC LOCATION

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FROM: _____ [] []

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TO: _____ [] []

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TO: _____ [] []

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TO: _____ [] []

USE TABLE G-1.

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SECTION G – TABLE OF RATES

TABLE G-1- POINT-TO-POINT AIR RATES

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RATE QUALIFIER: PH (Per HUNDREDWEIGHT)

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RATES ARE IN DOLLARS AND CENTS PER 100 POUNDS.

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WEIGHT IN _____ LEVEL OF

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POUNDS	<u>SERVICE</u>			
	<u>SG</u>	<u>D1</u>	<u>D2</u>	<u>D3</u>
151-200	_____	_____	_____	_____
201-300	_____	_____	_____	_____
301-500	_____	_____	_____	_____
501-1000	_____	_____	_____	_____
1001-2000	_____	_____	_____	_____
2001-5000	_____	_____	_____	_____
5001 over	_____	_____	_____	_____

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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>
-----	[]	-----	[]
-----	[]	-----	[]
-----	[]	-----	[]
-----	[]	-----	[]
-----	[]	-----	[]
-----	[]	-----	[]

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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"/>

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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	INDIANA	GEORGIA
CONNECTICUT	COLUMBIA	ILLINOIS	ALABAMA
NEW YORK	VIRGINIA		
	MISSISSIPPI	NEW JERSEY	
	WEST VIRGINIA		
	FLORIDA	RHODE ISLAND	
KENTUCKY			

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			

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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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SECTION H – TABLE OF RATES (CONTINUED)

RATE QUALIFIER: PH (PER

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HUNDREDWEIGHT) RATES IN DOLLARS AND

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CENTS PER 100 POUNDS.

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TABLE H-1

WEIGHT IN POUNDS	RATE TABLES - SG				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

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TABLE H-2

WEIGHT IN POUNDS	RATE TABLES – D1				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

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TABLE H-3

WEIGHT IN POUNDS	RATE TABLES – D2				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

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TABLE H-4

WEIGHT IN POUNDS	RATE TABLES – D3				
	A	B	C	D	E
151	-----	-----	-----	-----	-----
500	-----	-----	-----	-----	-----
1000	-----	-----	-----	-----	-----
2000	-----	-----	-----	-----	-----
3000	-----	-----	-----	-----	-----
4000	-----	-----	-----	-----	-----
5000	-----	-----	-----	-----	-----

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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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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	---	---	---	---

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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	---	---	---	---
109	---	---	---	---	134	---	---	---	---
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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SECTION J. NON STANDARD RATES

ORIGINS:

DESTINATIONS:

State rules and rates below (may only be used with 500000 series tenders):

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APPENDIX A – RAIL ROUTES

<u>ROUTE</u>	SPLC	LOCATION	SCAC INTERCHANGE
<u>NUMBERS</u>			

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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FROM: _____
 TO: _____

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