

## STANDARDIZED MFTURP-1 COMMENT MATRIX

The matrix below is used as a template for submitting comments to request changes to the Military Freight Traffic Unified Rules Publication-1 (MFTURP-1). The proposed language change for the regulation will appear in Column 7, and Column 8 will include the rationale and systems impact or resource implications of the proposed change. Except as noted below, an entry is required in each of the columns. **Do not adjust the column widths or fonts.** Submit proposed Comment Matrix via e-mail to the Surface Deployment and Distribution Command (SDDC) MFTURP-1 Administrator.

### Column 1 - # COMMENT NUMBER

Numeric order of comments. Manually enter numbers from the first comment to the last comment.

### Column 2 – SOURCE

OSD  
Service  
Joint Staff  
COCOM  
DLA  
DOD Log AIT  
AAFES  
DeCA  
GSA  
TSPs  
Other Agencies, as required.

### Column 3 – TYPE

C – Critical (Contentious issue that will cause non-concurrence with publication)  
M – Major (Incorrect material that may cause non-concurrence with publication)  
S – Substantive (Factually incorrect material)  
A – Administrative (grammar, punctuation, style, etc.)

### Column 4 – PAGE

Page number of the current publication.

### Column 5 – PARA

Paragraph number that pertains to the comment expressed. (i.e. 4a, 6g, etc.)

### Column 6 – LINE

Line number on the designated page that pertains to the comment.

### Column 7 – COMMENT Change From/ Change To

Provide proposed language change. See example below.

### Column 8 – RATIONALE AND SYSTEMS IMPACT/RESOURCE IMPLICATIONS

Provide concise, objective explanation of the rationale for the comment. In addition, include any known advantages, disadvantages, any system impacts or resource implications of the proposed change, and applicable regulatory references.

### Column 9 – DECISION (MFTURP-1 Administrator Use Only)

A - Accept  
R – Reject (Rationale required for rejection.)  
M - Accept with modification (Rationale required for modification.)

**NOTE:** This column is for TASKER use only. No rationale required for accepted items. Rationale for rejection is placed in the rationale comment box and highlighted for clarity. For modifications, the complete modified language will be placed (and annotated) as the bottom entry for that item in the “Comments” column and the rationale for the modification placed in the rationale comment box and highlighted for clarity.

| 1.<br>Com<br># | 2.<br>Source | 3.<br>TYPE | 4.<br>PAGE | 5.<br>Para                            | 6.<br>LINE  | 7.<br>COMMENT  | 8.<br>RATIONALE & SYSTEMS<br>IMPACT/RESOURCE IMPLICATIONS   | 9.<br>DECISION<br>(A/R/M)   |
|----------------|--------------|------------|------------|---------------------------------------|-------------|--|---|---|
| 1              | Landstar     | C          | 60-61      | Section A.<br>IV.C.<br>Class 100.7    | 1934 - 1935 | Update the Class 100 baseline levels<br>* See "MCRP NO 100A (Effective 1989 06 15) SDDC Class Rate Publication NO. 100A" pdf**   | This is the same Class 100 baseline levels used since at least June 15, 1989; at least 35 years.  | M – Per SDDC, the Class 100 baseline levels are currently being reviewed. Once the new GFM contract is awarded, the new tables will be developed.   |
| 2              | Landstar     | C          | 104        | Section B.<br>II.<br>Item 51.1.<br>a. | 4283 - 4284 | <p>Change from:<br/>a. URC(1) \$ ____ per hundredweight, subject to a minimum charge of URC(2)\$ ____.</p> <p>Change to:<br/>Landstar's Recommendation:<br/>a. URC(1) \$ ____ per hundredweight, subject to a minimum charge of URC(2)\$ ____ . URC(3) \$ ____ per person per hour-or fraction thereof, subject to a minimum change per person of URC(4) \$ ____ . If a TSP chooses URC(3) and URC(4), a TSP is prohibited from completing URC(1) and URC(2), as a TSP cannot complete URC(1), URC(2), URC(3) and URC(4) on its tender.</p> <p>FedEx's Recommendation:<br/>URC(1) \$ ____ per hundredweight, or URC(3) \$ ____ per person per hour or fraction thereof, subject to a minimum charge of URC(2)\$ ____ and/or a maximum charge of URC(4) \$ ____ .</p> | The reason for the adjustment to URC(4) is per Section A, IV, C, Accessorial Rates Section F, 1, g (Pg. 49, Lines 2284-2285), “Certain rules (e.g., Redelivery, Item 63) have a maximum change in addition to minimum charges.” Another example is Handling Freight at Positions Not Immediately Adjacent to Vehicle, Item 49. It follows the format for URC(1) and URC(2) and matches other rules tariffs which use a per person per hour or fraction thereof subject to a minimum charge per person format. The minimum charge also lines up with other accessorial with a per person/per driver format. For example, the per person format of Item 127 for SRS(4) or the per driver format of Item 55 for SAT(2) and HOL(2). | M – Currently GFM only has URC (1) and (2) in the system. A system change is needed to add URC (3) and URC (4). The TEOW business rules need to be updated as well. This request drives a GFM system change. This requirement needs to be appropriately developed in GFM before this can be included in an MFTURP revision. SDDC will continue to |

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|                |              |            |            |  |                   |  |  | work this change.   |
| 3              | Landstar     | C          | 54         | Section A.<br>IV.<br>C.<br>Class 100.5 | 2443<br>-<br>2448 | <p>Change from: Rating Multiple Shipments. All shipments tendered to one TSP on one calendar day by one Consignor to the same Consignee at the same delivery site shall be considered as one shipment for rating purposes (this does not apply to commercial air shipments). Shippers may cross-reference or further identify BLs of multiple individual shipments tendered to the same TSP on the same day that have the same Consignor, Consignee and delivery site to receive the benefit of reduced charges applicable to multiple shipments.</p> <p>Change to: Rating Multiple Shipments. All shipments tendered to one TSP on one calendar day by one Consignor to the same Consignee at the same delivery site shall be considered as one shipment for rating purposes (this does not apply to commercial air shipments). Shippers shall cross-reference to a single BL or further identify BLs of multiple individual shipments tendered to the same TSP on the same day that have the same Consignor, Consignee and delivery site to receive the benefit of reduced charges applicable to multiple shipments.</p> | <p>This reverts to prior language. If TSP receives multiple BLs which are not cross-referenced or further identified, they are entitled to bill each BL separately. Cross-referencing on a single BL or further identifying individual shipments is the only way to identify shipments tendered to one TSP on the same calendar day for the same Consignor, Consignee and delivery site for the shipper. The shipper must document and notify the TSP of the consolidation of multiple shipments as the TSP also has the right to refuse since each shipment was offered and accepted individually and it may not be feasible to consolidate based on the equipment or other factors.</p> <p>Per 41 CRF 102-117.95 – What transportation documents must I use to acquire freight, household goods or other related transportation services - BL are transportation documents used to acquire these services.</p> <p>Per 41 CRF 102-117.180 to ship freight by land (domestically) or by air a BL must be used.</p> <p>Per the “U.S. Government Freight Transportation Handbook” a BL “is a document that is the basic transportation contract between the shipper of goods and the TSP . . . Its terms and conditions bind the shipper and carrier.”</p> | M – Per SDDC, this item is on hold based on further discussions with SDDC and USTRANSCO M Legal. Further discussions are needed to determine the validity of the statement, what systems are impacted and if the rule is required. Current published language will remain until determined way forward. |

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| 4              | Landstar     | C          | 67         | Section A.<br>VI.<br>E.1.c. | 2963<br>-<br>2968 | <p>Change from:<br/>For all FAK shipments containing crated HHG or personal effects commodity code 100251, as described in Appendix D, TSP liability for lost and/or damaged cargo is \$7,500 per shipment, or \$6.00 times the net weight of the household goods shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed \$75,000, whichever is greater. Under the new FRV program, the TSP shall be liable for the full replacement value of HHG and personal effects transported as FAK.</p> <p>Change to:<br/>For all FAK shipments containing crated HHG or personal effects, as described in Section A Item 41 and Item 45, and commodity code 100251, TSP liability for lost and/or damaged cargo is \$7,500 per shipment, or \$6.00 times the net weight of the household goods shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed \$75,000, whichever is greater. Under the new FRV program, the TSP shall be liable for the full replacement value of HHG and personal effects transported as FAK.</p> | <p>Part 1:<br/>Remove “as described in Appendix D” as 100251 is not described in this appendix nor anywhere else in the publication.</p> <p>Part 2:<br/>Additionally, this section should include 999912-01 and 999913-01 as both include crated HHG and personal effects and were included in the MFTRP-1C.</p> <p>999912-01 and 999913-01 in Section B, Item 41 and 45 states it includes crated household goods. Please reference the item below which clarifies the language for these Items which were changed from the current version and the MFTRP-1C. See Comments 16 &amp; 17.</p> | <p>M – SDDC concurs with removing the “described in Appendix D” reference. The reference is not applicable. SDDC non-concurs with including Items 41 and 45 in this section. Items 41 and 45 will be removed and marked for future use for admin purposes. SDDC has discussed with SDDC Legal, USTRANSCO M Legal, GFM and USTRANSCO M Personal Property, the appropriate commodity codes that should be used for HHG shipments in accordance with 10 USC Chapter 157. 10 USC Chapter</p> |

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|----------------|--------------|------------|------------|------------|------------|---------------|---|---|
|                |              |            |            |            |            |               |   | 157 requires TSPs to provide Full Replacement Value (FRV) coverage to all customers of the U.S. Department of Defense Personal Property Program. DPM shipments of crated HHGs and personal effects require movement under the DoD unique commodity code 100251. DPM freight should only be awarded to TSPs who have commodity code 100251 listed in their tenders. If a carrier does not have a tender for 100251, they should not accept nor move DPM shipments. TSPs transporting |

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|                |              |            |            |            |            |               |   | DPM shipments under 100251 are liable for the FRV for loss/damage of the shipments while in their possession. There is a liability concern for the carrier to be using FAK codes for HHG shipments and not having the FRV coverage. SDDC has developed a course of action (COA) to warrant TSPs have ample time to naturally replace tenders while ensuring we are in compliance with 10 USC Chapter 157. The FAK sub codes 999912-01 and 999913-01 will be included in Items 39 and 43, respectively. |

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|                |              |            |            |            |            |               |   | <p>The Appendix B references for these sub codes will remove the “DPM shipments of Crated HHG” language. These changes allow time for all TSPs to change their tender commodity codes when tenders are naturally replaced through expiration or cancellation versus giving a shorter timeframe to complete this change when the MFTURP is published. This COA will allow TSPs to continue using their current tenders for movements other than HHGs, while allowing time to replace tenders. GFM</p> |

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|                |              |            |            |                               |                   |  |   | will update the commodity code descriptions to match the removal of “DPM shipments and Crated HHGs” for the FAK sub codes. The update will be reflected in tenders containing these codes. An advisory is being developed and will be published soon after MFTURP publication, providing more detail on this change and its impact. |
| 5              | Landstar     | C          | 71         | Section A.<br>VI.<br>I.2.a-c. | 3131<br>-<br>3140 | Change from:<br>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.<br>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 | Update removed some prorating language and changed unit of measure from per day to per 24 hours. However still breaking the rate down the per 24 hours charge to pay on an hourly basis.<br><br>As previously noted:<br>1 - Under Section A.IV.C. Accessorial Rate Section F.1.a. (Pg. 48) accessorials “must be in accordance with the definition contained in the rules publication.” Storage is defined in the | M – Per SDDC, this item is on hold based on further discussions with SDDC and USTRANSCO M Legal. Further discussions are needed to determine the  |



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|                |              |            |            |            |            | <p>hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.</p> <p>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.</p> <p>Change to:</p> <p>a. Shipments weighing less than 10,000 pounds shall be subject to Storage charges of SRG (1) \$_____ per 24 hours, or fraction thereof, per shipment.</p> <p>b. Shipments weighing 10,000 pounds or more shall be subject to Storage charges of SRG (2) \$_____ per 24 hours, prorated by 1-hour increments, or fraction thereof, per shipment.</p> <p>c. Shipments stored in the carrier's possession after free time has expired shall be subject to a charge of SRG (3) \$__ per 24 hours, or fraction thereof, per shipment.</p> | <p>rule as a per 24 hours charge. As such the unit of measure "fraction thereof" refers to is per 24 hours.</p> <p>2 – Accessorials are usually expressed in a flat rate, a per mile charge, a per hundredweight charge, or a per hour charge. Some services may require a minimum charge and certain accessorials may have a maximum charge in addition to a minimum charge. In no case is an accessorial expressed as unit of measure broken down into a further unit of measure. If storage was intended as an hourly charge the unit of measure would have been described as per hour, or fraction thereof.</p> <p>3 - "Fraction thereof" is used in other locations in the MFTRUP-1 for other units of measure: For each 100 miles in paragraph 3 on Pg. 53; For each 24-hour day in paragraph 6.a to c on Pg. 95-96; For each 24 hour period in paragraph 1.c of Item 129 on Pg.132; and For each \$100 in Item 436 on Pg. 202.</p> <p>4 – The industry standard for storage is typically per day or per 24-hour day with fraction thereof. Some express storage as for each 100 pounds or fraction thereof per 24 hour/day or faction thereof. If expressed this way, there is a minimum and a maximum change. There is no "prorating". Storage is paid on the unit of measure established. Based on the DOD rules storage is a per 24-hour accessorial subject to a minimum charge.</p> | <p>validity of the statement and what impact the changes would have on TSPs and shipper systems. Current published language will remain until determined way forward.</p> |

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| 6              | Landstar     | C          | 100        | Section B.<br>II.<br>Item 41.1-2. | 4241 - 4245 | <p>Change from:</p> <p>1. FAK 999912, Sub 01, consists of those commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.</p> <p>2. Must comply with paragraphs 2-6 outlined in Item 39 above, except for crated household goods, which are excluded under Item 39.</p> <p>Change to:</p> <p>1. FAK 999912, Sub 01, consists of those commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.</p> <p>2. Must comply with paragraphs 2-6 outlined in Item 39 above, except 999912-01 includes crated HHG and personal effects, which are excluded under Item 39</p> | <p>In the response for non-concurrence on draft 2 the response was “SDDC confirmed with TRANSCOM TCJ9 that HHG and Personal Effects need to be removed from FAK 999912 and 999913. They only move under Commodity Code 100251”.</p> <p>HHG and Personal Effects are not included in 999912-00 or 999913-00. They are included in 999912-01 or 999913-01. This is the only difference between 999912-00 and 999912-01 or 999913-00 and 999913-01. The purpose of 999913-01 &amp; 999913-01 is the “-01” includes HHG and Personal Effects.</p> <p>As such this creates a critical issue with the draft 3 publication. SDDC and/or USTRANSCOM need to reevaluate the statement about HHG and Personal Effects as part of 999912-01 and 999913-01.</p> <p>1) The MFTRP-1C spelled out 999912 and 999912-01 in full. When moved to the MFTURP-1, 999912-01 was consolidated to reference only where different from 999912-00. As such removing “including crated household goods or personal effects” is detrimental in determining the difference between 999912-01 from 999912-00. Please note the 999912-01 still describes it is same as 999912-00 except for crated household goods however the language is less clear than the current version.</p> <p>Update paragraph 2 to change “except</p> | <p>R- Per SDDC, non-concur with suggested change. Items 41 and 45 will be removed and marked for future use for admin purposes. SDDC has discussed with SDDC Legal, USTRANSCOM Legal, GFM and USTRANSCOM Personal Property, the appropriate commodity codes that should be used for HHG shipments in accordance with 10 USC Chapter 157. 10 USC Chapter 157 requires TSPs to provide Full Replacement Value (FRV) coverage to all customers of the U.S. Department of Defense</p> |

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|                |              |            |            |            |            |               | <p>for crated household goods” to “except 999912-01 includes crated HHG and personal effects”</p> <p>Or</p> <p>2) If 999912-01 is not supposed to include HHG and Personal Effects then there is no purpose to Item 41 and it should be removed from the publication. However, this means SDDC will need to fix any tender which contains 999912-01 to change it to 999912-00 and update the rate and rank system</p> | <p>Personal Property Program. DPM shipments of crated HHGs and personal effects require movement under the DoD unique commodity code 100251. DPM freight should only be awarded to TSPs who have commodity code 100251 listed in their tenders. If a carrier does not have a tender for 100251, they should not accept nor move DPM shipments. TSPs transporting DPM shipments under 100251 are liable for the FRV for loss/damage of the shipments while in their possession. There is a liability</p> |

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|----------------|--------------|------------|------------|------------|------------|---------------|---|---|
|                |              |            |            |            |            |               |   | <p>concern for the carrier to be using FAK codes for HHG shipments and not having the FRV coverage. SDDC has developed a course of action (COA) to warrant TSPs have ample time to naturally replace tenders while ensuring we are in compliance with 10 USC Chapter 157. The FAK sub codes 999912-01 and 999913-01 will be included in Items 39 and 43, respectively. The Appendix B references for these sub codes will remove the “DPM shipments of Crated HHG” language. These changes allow time for</p> |

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|                |              |            |            |            |            |               |   | all TSPs to change their tender commodity codes when tenders are naturally replaced through expiration or cancellation versus giving a shorter timeframe to complete this change when the MFTURP is published. This COA will allow TSPs to continue using their current tenders for movements other than HHGs, while allowing time to replace tenders. GFM will update the commodity code descriptions to match the removal of "DPM shipments and Crated HHGs" for the FAK |

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|                |              |            |            |                                   |             |   |   | sub codes. The update will be reflected in tenders containing these codes. An advisory is being developed and will be published soon after MFTURP publication, providing more detail on this change and its impact.   |
| 7              | Landstar     | C          | 101        | Section B.<br>II.<br>Item 45.1-2. | 4286 - 4290 | <p>Change from:</p> <p>1. FAK 999913 Sub 01, consists of commodities which a TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.</p> <p>2. Shipments under Item 45 must also comply with paragraphs 2-4 of Item 43 above, except for crated household goods which are excluded under Item 43.</p> <p>Change from:</p> <p>1. FAK 999913 Sub 01, consists of commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.</p> <p>2. Shipments under Item 45 must also comply with paragraphs 2-4 of Item 43</p> | <p>Part 1:<br/>Also adds an s to offer in paragraph 1 to match Item 41.</p> <p>Part 2:<br/>In the response for non-concurrence on draft 2 the response was “SDDC confirmed with TRANSCOM TCJ9 that HHG and Personal Effects need to be removed from FAK 999912 and 999913. They only move under Commodity Code 100251”.</p> <p>HHG and Personal Effects are not included in 999912-00 or 999913-00. They are included in 999912-01 or 999913-01. This is the only difference between 999912-00 and 999912-01 or 999913-00 and 999913-01. The purpose of 999912-01 &amp; 999913-01 is the “-01” includes HHG and Personal Effects.</p> | R- Per SDDC, non-concur with suggested change. Items 41 and 45 will be removed and marked for future use for admin purposes. SDDC has discussed with SDDC Legal, USTRANSCO M Legal, GFM and USTRANSCO M Personal Property, the appropriate commodity codes that |

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|----------------|--------------|------------|------------|------------|------------|--|---|--|
|                |              |            |            |            |            | <p>above, except 999913-01 includes crated HHG and personal effects, which are excluded under Item 43.</p> | <p>As such this creates a critical issue with the draft 3 publication. SDDC and/or USTRANSCOM need to reevaluate the statement about HHG and Personal Effects as part of 999912-01 and 999913-01.</p> <p>1)The MFTRP-1C spelled out 999913-00 and 999913-01 in full. When moved to the MFTURP-1, 999913-01 was consolidated to reference only where different from 999913-00. As such removing “including crated household goods or personal effects” is detrimental in determining the difference between 999913-01 from 999913-00. Please note the 999913-01 still describes it is same as 999913-00 except for crated household goods however the language is less clear than the current version.</p> <p>Update paragraph 2 to change “except for crated household goods” to “except 999913-01 includes crated HHG and personal effects,”</p> <p>Or</p> <p>2) If 999913-01 is not supposed to include HHG and Personal Effects then there is no purpose to Item 45 and it should be removed from the publication. However, this means SDDC will need to fix any tender which contains 999913-01 to change it to 999913-00 and update the rate and rank system</p> | <p>should be used for HHG shipments in accordance with 10 USC Chapter 157. 10 USC Chapter 157 requires TSPs to provide Full Replacement Value (FRV) coverage to all customers of the U.S. Department of Defense Personal Property Program. DPM shipments of crated HHGs and personal effects require movement under the DoD unique commodity code 100251. DPM freight should only be awarded to TSPs who have commodity code 100251 listed in their tenders. If a carrier does not have a tender</p> |

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|                |              |            |            |            |            |               |   | for 100251, they should not accept nor move DPM shipments. TSPs transporting DPM shipments under 100251 are liable for the FRV for loss/damage of the shipments while in their possession. There is a liability concern for the carrier to be using FAK codes for HHG shipments and not having the FRV coverage. SDDC has developed a course of action (COA) to warrant TSPs have ample time to naturally replace tenders while ensuring we are in compliance with 10 USC Chapter 157. The FAK sub |



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|----------------|--------------|------------|------------|------------|------------|---------------|---|--|
|                |              |            |            |            |            |               |   | <p>codes 999912-01 and 999913-01 will be included in Items 39 and 43, respectively. The Appendix B references for these sub codes will remove the “DPM shipments of Crated HHG” language. These changes allow time for all TSPs to change their tender commodity codes when tenders are naturally replaced through expiration or cancellation versus giving a shorter timeframe to complete this change when the MFTURP is published. This COA will allow TSPs to continue using their current</p> |

| 1.<br>Com<br># | 2.<br>Source | 3.<br>TYPE | 4.<br>PAGE | 5.<br>Para           | 6.<br>LINE  | 7.<br>COMMENT        | 8.<br>RATIONALE & SYSTEMS<br>IMPACT/RESOURCE IMPLICATIONS | 9.<br>DECISION<br>(A/R/M)  |
|----------------|--------------|------------|------------|----------------------|-------------|----------------------|---|--|
|                |              |            |            |                      |             |                      |   | tenders for movements other than HHGs, while allowing time to replace tenders. GFM will update the commodity code descriptions to match the removal of “DPM shipments and Crated HHGs” for the FAK sub codes. The update will be reflected in tenders containing these codes. An advisory is being developed and will be published soon after MFTURP publication, providing more detail on this change and its impact. |
| 8              | USTCJ5/4-PT  | A          | 47         | Secti on A.IV. H.iv. | 2216 - 2217 | Update Regions Table |   | M – Currently on hold. Working with GFM to   |

| 1.<br>Com<br># | 2.<br>Source | 3.<br>TYPE | 4.<br>PAGE | 5.<br>Para       | 6.<br>LINE  | 7.<br>COMMENT   | 8.<br>RATIONALE & SYSTEMS<br>IMPACT/RESOURCE IMPLICATIONS             | 9.<br>DECISION<br>(A/R/M)  |
|----------------|--------------|------------|------------|------------------|-------------|---|---|--|
|                |              |            |            | 2.               |             |   |   | confirm table change in system. GFM feedback will potentially result in MFTURP-1 update.   |
| 9              | USTCJ5/4-PT  | A          | 193        | Secti on F. I.2. | 7985 - 7991 | <p>Change from:<br/>Domestic. If the shipment does not involve an international air transportation segment, the Montreal Convention of 1999 does not apply, and the TSP shall be liable for damage to or loss of cargo in an amount equal to \$1.00 per pound per piece or \$100 per piece, whichever is greater, but not to exceed the actual value of the cargo, except when the shipper declares a higher value for carriage liability on the shipment documentation and pays a commensurate surcharge, in which case the TSP's maximum liability shall be equal to the higher declared cargo value.</p> <p>Change to:<br/>Domestic. If the shipment does not involve an international air transportation segment, the Montreal Convention of 1999 does not apply. However, the TSP shall be liable for damage to or loss of cargo in the amount equal to \$1.00 per pound, per piece or \$100 per piece, whichever is greater. The TSP will not be liable for any amount that exceeds the actual value of the cargo, except when the shipper pays the Excess Valuation (EVC) accessorial annotated on the BL, in which case the</p> | Change needed for proper management of air tenders and air spot bids. | R- Per SDDC, the MFTURP-1 does not direct shippers. Recommend submitting a language change to the DTR. The information for submitting a change to the DTR is located on the USTRANSCO M website. |

| 1.<br>Com<br># | 2.<br>Source    | 3.<br>TYPE | 4.<br>PAGE | 5.<br>Para             | 6.<br>LINE        | 7.<br>COMMENT  | 8.<br>RATIONALE & SYSTEMS<br>IMPACT/RESOURCE IMPLICATIONS             | 9.<br>DECISION<br>(A/R/M)  |
|----------------|-----------------|------------|------------|------------------------|-------------------|--|---|--|
|                |                 |            |            |                        |                   | TSP's maximum liability shall be equal to the higher declared cargo value.   |   |  |
| 10             | USTCJ5/<br>4-PT | A          | 194        | Secti<br>on F.<br>I.6. | 8012<br>-<br>8020 | <p>Change From:<br/>International. If loss or damage to cargo occurs during a shipment involving an international air transportation segment, Chapter III of the Convention for the Unification of Certain Rules for International Carriage by Air (referred to as the Montreal Convention of 1999) relating to liability for the damage to, or loss of cargo applies. The TSP's liability shall be limited to the lesser of the actual value of the cargo or the amount determined IAW the Montreal Convention of 1999, except when the shipper declares a higher value for carriage liability on the shipment documentation and pays a commensurate surcharge with the TSPs' filed tender rates, in which case the TSP's maximum liability shall be equal to the higher declared value.</p> <p>Change To:<br/>International. If loss or damage to cargo occurs during a shipment involving an international air transportation segment, Chapter III of the Convention for the Unification of Certain Rules for International Carriage by Air (referred to as the Montreal Convention of 1999) relating to liability for the damage to, or loss of cargo applies. The TSP's liability shall be limited to the lesser of the actual value of the cargo or the amount determined IAW the Montreal Convention of 1999, except when the shipper pays the Excess Valuation</p> | Change needed for proper management of air tenders and air spot bids. | R- Per SDDC, the MFTURP-1 does not direct shippers. Recommend submitting a language change to the DTR. The information for submitting a change to the DTR is located on the USTRANSCO M website. |

| 1.<br>Com<br># | 2.<br>Source    | 3.<br>TYPE | 4.<br>PAGE | 5.<br>Para                                 | 6.<br>LINE        | 7.<br>COMMENT   | 8.<br>RATIONALE & SYSTEMS<br>IMPACT/RESOURCE IMPLICATIONS   | 9.<br>DECISION<br>(A/R/M)   |
|----------------|-----------------|------------|------------|--|-------------------|---|---|---|
|                |                 |            |            |  |                   | (EVC) accessorial annotated on the BL, in which case the TSP's maximum liability shall be equal to the higher declared cargo value.   |   |   |
| 11             | USTCJ5/<br>4-PT | A          | 196        | Secti<br>on F.<br>I.<br>Item<br>406.3<br>. | 8092<br>-<br>8095 | <p>Change from:<br/>For those shipments that do not meet the service level ordered, a shipper may initiate a request for the credit (difference between charges for service ordered minus service provided) within 30 calendar days after contractual RDD and report a service failure in the Carrier Performance Module.</p> <p>Change to:<br/>For those shipments that do not meet the service level ordered, a shipper may initiate a request for the credit (difference between charges for service ordered minus service provided) within 30 calendar days after the RDD annotated on the BL. It is incumbent upon the shipper to submit a service failure in CPM for all shipments delivered after the RDD.</p> | Removing the term contractual to eliminate any confusion among carriers and shippers, as this is not in reference to a FAR-base contract. | M- Per SDDC, agree with removing the term “contractual” to eliminate confusion. However non-concur with including the second sentence as the MFTURP-1 does not direct shippers. |
| 12             | USTCJ5/<br>4-PT | A          | 300        | Appe<br>ndix<br>I.<br>Table<br>G.1.        | 1114<br>3         | Update Table  | Change needed for proper management of air tenders and air spot bids.   | R – Per SDDC, non-concur with suggested change. The reference to SDDC Form 364-R, AUG 2022 in Appendix I has been reformatted for consistency in the Appendix.                  |
| 13             | USTCJ5/         | A          | 303        | Appe                                       | 1123              | Update Table  | Change needed for proper management   | R – Per SDDC,   |

| 1.<br>Com<br># | 2.<br>Source      | 3.<br>TYPE | 4.<br>PAGE | 5.<br>Para                         | 6.<br>LINE | 7.<br>COMMENT  | 8.<br>RATIONALE & SYSTEMS<br>IMPACT/RESOURCE IMPLICATIONS   | 9.<br>DECISION<br>(A/R/M)  |
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|                | 4-PT              |            |            | ndix<br>I.<br>Secti<br>on H.       | 2          |  | of air tenders and air spot bids.   | non-concur<br>with suggested<br>change. The<br>reference to<br>SDDC Form<br>364-R, AUG<br>2022 in<br>Appendix I has<br>been<br>reformatted for<br>consistency in<br>the Appendix.  |
| 14             | DCMA<br>Northeast | C          | 62         | Secti<br>on<br>A.V.<br>B.2.b<br>b. | 2640       | Add: FW - Failure to submit invoices or linked-eBills in a timely manner: When a TSP fails to submit invoices within 3 business days after the delivery of freight or fails to submit linked eBills by 30 September of each year.                            | Late submission of invoices or linkedeBills result in delayed payments, funding issues with transportation account codes (TAC) and possible violations of the Prompt Payment Act. | M – SDDC, TRANSCOM and GFM agreed with adding the new service failure code. Once GFM updates the system, both the DTR and MFTURP will update the service failure language congruently. SDDC will continue working this change. |
| 15             | DCMA<br>Northeast | C          | 62         | Secti<br>on<br>A.V.<br>B.2.c<br>c. | 2641       | Add: FV - Falsified Billing of accessorial charges on invoices or linked-eBills: This code is used when a TSP includes erroneous or false charges on a linked eBill. Examples of falsified data include pickup dates, delivery dates, accessories and rates. | Some carriers routinely submit invoices and linked eBills with falsified data including pickup dates, delivery dates, accessories, and rates.                                     | M - SDDC, TRANSCOM and GFM agreed with adding the new service failure code. Once GFM updates   |

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|----------------|--------------|------------|------------|------------|------------|---------------|---|---|
|                |              |            |            |            |            |               |   | the system,<br>both the DTR<br>and MFTURP<br>will update the<br>service failure<br>language<br>congruently.<br>SDDC will<br>continue<br>working this<br>change. |
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