

## **SUMMARY OF CHANGES**

Whole Publication, removed page number references.

Page 7, para B.4.a., changed to read: When requested, proof of compliance with 49 CFR, Parts 40 and 382 through 396 shall be provided by TSP.

Page 7, para B.4.c., added new paragraph: TSPs required to maintain an Emergency Response Plan in accordance with 49 CFR 397.19, shall include applicable DoD Emergency Notification Information identified in Section A, IX, Table 1 and precautions to be taken in emergencies such as fires, accidents, or leakages while transporting DoD explosives cargo.

Page 7, para B.5., removed page number.

Page 7, para B.7., added: Classified shipments shall be transported 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 who have access to classified shipments in the public domain while in transit, or who require access to advance planning data detailing routes and timelines for classified shipments, will have an Interim Secret or a final SECRET eligibility determination depicted in the Defense Information Security Services (DISS).

Page 8, para B.4.a., updated website link. 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 <https://www.ecfr.gov/current/title-49>.

Page 8, para B.4.a., updated website link. Motor tank truck TSPs are required to maintain \$1 million liability for Government freight (see 49 CFR, Part 387.9). Schedule of limits provided in 49 CFR at <https://www.ecfr.gov/current/title-49>.

Page 12, para C.3., changed to read: Brokers, freight forwarders, or logistics companies that are awarded a shipment in GFM must provide a BL, broker agreement, or other documentation to their subcontracted TSP prior to pick up that verifies the subcontracted TSP was engaged by the broker, freight forwarder, or logistics company. At a minimum, a broker, freight forwarder, or logistics company must be able to transmit the BL, broker agreement, or other documentation to their subcontracted TSP via email, text, fax, or any other means as mutually agreed upon. Prior to turning over a shipment to a subcontracted TSP, the shipper must be able to verify and confirm that the subcontracted TSP was hired by the broker, freight forwarder, or logistics company.

Page 12, para C.5., spelled out Signature and Tally Record Service and included parentheses around 675.

Page 13, para D.2., updated references. 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 40, 172, 177 and 382 through 397.

Page 14, para D.7.a., updated format of paragraph 7 and corrected abbreviation of Ammunition and Explosives. A consistent and systematic framework for evaluating a commercial motor carrier's capability to safely transport DoD shipments of Ammunition and Explosives (AE).

Page 14, para D.7.b., added new paragraph: SDDC will monitor AE TSPs adjusted BASICS in the Transportation Safety Management and Analysis Research Tool (TSMART) based on the TSP's DoD registered equipment and drivers. TSPs with percentiles above intervention thresholds in any TSMART adjusted BASIC, as established by the FMCSA for HAZMAT carriers, will be prioritized for intervention. Interventions may include, but are not limited to, telephone communications, request for information (RFI), targeted safety audits or a comprehensive safety audit. Failure to provide an adequate explanation or to show improvement may result in the TSP receiving carrier performance actions identified in this regulation and DTR Chapter 207 up to, and including, placement into non-use status for DDP and PSS shipments and/or result in a Transportation Review Board (TRB).

Page 16, para A.2., changed to read: 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](http://www.usbpayment.com/syncada). Payment of freight services within the United States, to include small packages and sealift intermodal container services, and international air freight services shall be paid through the currently authorized TPPS. A fee is required to participate in the program.

Page 21, para E.4., changed to read: When delivering or loading cargo on a DoD Commercial Bill of Lading (CBL) at a commercial industry facility, the following DoD (Federal) Holidays and/or national holidays specific to international countries 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. US Government holidays affected by this policy.

Page 21-22, para E.4, added:

i. Christmas Day

j. New Year's Day

Page 34, para e.2.a.i., removed DL rate qualifier.

Page 34, para e.2.a.i.3., added: If service list includes EXC, cost at highest weight bracket.

Page 45, para 6.g., added and/or to the final sentence.

Page 47, para 6.h.iv. updated Regions table to include Regions 10-11.

Page 59, para B.2.c., changed to read: 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); failure of a broker, freight forwarder, or logistics company to provide a subcontracted TSP with required documentation prior to pick up; and/or when a TSP fails to acquire the proper permits for the cargo being transported.

Page 65, para C.4., updated Ammunition and Explosives abbreviation.

Page 67, para C.3., updated Ammunition and Explosives abbreviation.

Page 70, para G.2.a.iv., changes to read:

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

(1) Paragraph 2.a.i. above.

(2) Rate Qualifiers DL, PL or PV in Section D, and Qualifier DL in Table B of Section E of the DoD tender.

(3) When the applicable mileage from point of origin via the stop-off point(s) exceeds the direct applicable mileage from origin to destination under these conditions, all excess mileage shall be subject to an added charge of SOC(1)\$\_\_\_per mile.

Page 70, Para H.1.a., changed to read: Reconsignment and Diversion are considered similar terms, and the use of either term will mean change in the place of delivery outside the property perimeter of the original consignee/destination DoD facility or DoD contractor facility. Property perimeter is determined as the installation boundary.

Page 70, para H.1.b.iii., changed to read: Any changes to original consignee/destination located within the property perimeter of the DoD facility or DoD contractor facility, will not require reconsignment/diversion.

Page 71, para I.1.a., add sentence to paragraph. The TSP will provide written notification to the consignee and the Issuing Officer on the BOL that the freight is in storage.

Page 72, para I.2.a-c., removed the rounding language and included a fraction thereof language.

Page 73, para J.1., changed to read: 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. DOD approved carriers are required to actively participate in the GOCARE program and comply with the program requirements.

Page 73, para J.2., changed to read: 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 terminal information to SDDC at: [usarmy.scott.sdc.mbx.go-carriers@army.mil](mailto:usarmy.scott.sdc.mbx.go-carriers@army.mil). TSPs are required to allow DoD GOCARE representative to perform terminal site visits and allow SDDC to perform GOCARE compliance visits. Visits to a TSP facility will be coordinated and scheduled for a mutually convenient time. Only OS&D freight will be inspected.

Page 73, para J.3.a., changed to read: The TSP will contact the DoD GOCARE representative for the assigned geographical area within 48 hours (excluding weekends/holidays) to report astray freight findings. If the DoD GOCARE representative is unknown, contact the SDDC GOCARE representative at the telephone number referenced in Section A, Part VIII, Emergency Notification Information, Table 1, of this publication or email: [usarmy.scott.sddc.mbx.go-carriers@army.mil](mailto:usarmy.scott.sddc.mbx.go-carriers@army.mil).

Page 73, para J.3.b., changed to read: Information on GOCARE installation locations is available on SDDC's GOCARE public website at: <https://www.sddc.army.mil/G3/Pages/GOCARE.aspx>. The TSP can refer to the GOCARE tab contained in the installation's Transportation Facilities Guide record to obtain the name and telephone number of the DoD GOCARE representative.

Page 73, para J.3.c., changed to read: Freight with DoD identifying marks may be left with the TSP until forwarding instructions are received from the DoD GOCARE representative.

Page 73, para J.3.d., changed to read: Freight without DoD identifying marks or bearing conflicting marks that imply the freight may belong to DoD shall be opened by the TSP to ensure contents are DoD owned. The freight may be opened and inspected by a DoD GOCARE representative in the presence of an authorized TSP representative to determine the existence of any packing lists or other evidence of property identification. The freight will remain in the TSPs possession until the DoD GOCARE representative determines the freight belongs to DoD and provides the TSP forwarding instructions. Once forwarding instructions are received, the TSP will deliver the freight "Free Astray".

Page 73, para J.3.e., deleted and realigned to para J. 2. Visits to a TSP facility by a DoD GOCARE representative will be coordinated and scheduled for a mutually convenient time. Only OS&D freight will be inspected in association with GOCARE visits.

Page 75, para O.1., changed to read: TSP shall provide status of any awarded shipment upon request by SDDC, shipper or consignee within 2 hours.

Page 76, para Q.1., removed duplicate language.

Page 88, para I.2., updated reference and removed page number. As a rule, any incident involving DoD cargo shall be reported to the appropriate contact listed in Section A, IX, Emergency Notification Information, Table 1.

Page 90, Item 5.1.d-e., removed d. and e. as they were duplicates of paragraphs a. and b.

Page 92, Item 13.3., changed to read: The TO/TSP may remove the shipper seals in an emergency or at stop-off points if authorized by the TO. The origin TO will provide the TSP additional seals for any stop-off deliveries and in the event of emergencies when the seals must be broken. Replacement of seals shall be a DoD-approved seals and resealed by the individual removing the seals. If the seals are removed, the carriers will notify the consignor and consignee and annotate the BL with the new seal numbers. When exclusive use or protective service is required, place seals on carrier equipment and annotate the seal numbers on the BL. When required by authorized Customs and Border Protection (CBP) or the Department of

Transportation or if there is an immediate cause for safety or security of the shipment, the seals may be broken under the direction of a TSP or Government official that has the equivalent security clearance as required on the BL (see DTR Chapter 205, H.2 for more information).

Page 95, Item 21 Table., new entry for fully palletized shipments, less than 20,000lbs.

Page 96, Item 21.5., changed to read: 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 hour (60 minutes), or fraction thereof, that the vehicle is delayed beyond the allowable free time, during normal operating hours until released by the shipper or consignee.

Page 101, Item 39.3, changed to read: A TSP who files FAK rates is prohibited from excluding any commodity other than those specifically set forth in paragraph 2 above.

Page 101, Item 41.1., remove crated household goods or personal effects.

Page 103, Item 45.1., remove crated household goods or personal effects.

Page 104, Item 51.1.a., added fee URC(3).

Page 106, Item 63.1, changed to read: When final delivery of a DoD shipment cannot be accomplished due to circumstances beyond the control of, and through no fault of the TSP, the TSP will contact one of the three listed on the BL, the consignee/destination, the consignor/origin and/or the Issuing office/shipper for additional guidance within 24 hours or the next business working day.

Page 110, Item 79.2., updated reference and removed page number. 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, IX, Table 1.

Page 110-111, Item 79.4.a-b., changed to read:

a. If loading or unloading extends beyond the allowable free time, see item 21 and item 23 for detention charges.

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) \$ \_\_\_\_\_ for each hour, or fraction thereof.

Page 112, Item 85, changed to read: En route stops of up to two (2) hours are permitted for shipments with PSS when conducting stops in accordance with 29/49 CFR for operational.

Page 112, Item 91., added dash between item number and title.

Page 117, Item 103, added new paragraph 2. DDP is a TPS that also requires TSPs to provide Satellite Motor Surveillance Service (SNS) ITEM 111.

Page 117, Item 105, added new paragraph 2. PSS is a TPS that also requires TSPs to provide Satellite Motor Surveillance Service (SNS) ITEM 111.

Page 118, Item 105.3., changed to read: SRC I and II shipments must move point to point. In the event of a breakdown, accident, national emergency and elevation to FPCON Delta, or other such circumstance, installations shall comply with directives to secure DoD assets ordered off the highway by providing Safe Haven to get the AA&E out of the public domain. The receiving installation is required to accept and place the cargo into secure hold if delivered outside of normal working hours and or/ during non-delivery hours per DODM 5100.76 and the DTR. If the shipment must be placed into secure hold at a different location other than the receiving location due to the consignee not accepting the cargo within the required delivery date printed on the Bill of Lading or the standard transit time, whichever is faster, the TSP shall charge the shipper for storage IAW with this publication.

Page 119, Item 107.5., updated reference and removed page number. 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, IX, Table 1, to begin DTTS approval.

Page 121, Item 107.8.k., updated reference and removed page number. 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, IX, Table 1.

Page 125, Item 111.3., updated reference and removed page number. After becoming SDDC approved, TSP will contact DTTS Operations and Quality Branch Chief at the contact number provided in Section A, IX, Table 1, to begin DTTS approval.

Page 127, Item 111.8., updated reference and removed page number. If a driver needs to test an emergency button, a "U" status message (see paragraph 9.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, IX, Table 1 prior to testing.

Page 128, Item 111.9.f.ii., updated reference and removed page number. The driver will immediately notify TSP dispatcher who in turn will notify DTTS at the contact number provided in Section A, IX, Table 1.

Page 128-129, Item 111.9.l., updated reference and removed page number. If SNS equipment or system fails while in-transit, the driver will immediately notify the TSP dispatcher, who in turn shall immediately contact DTTS at the number provided in Section A, IX, Table 1.

Page 137-138, Item 157.1., changed to read: In the event that a TSP is required to perform redelivery, the TSP will notify the consignee/Issuing Officer on the BL 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, 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/issuing Officer on the BL, the shipment shall be subject to Storage charges in Section A, VI, Para. I of this publication.

Page 148, Item 207 para 3.a., changed semicolon to period.

Page 148, Item 207 para 5.a., changed semicolon to period.

Page 149, Item 209 para 3., removed extra number in FAK (4611125).

Page 157, Item 243.2.d., added new subparagraph that reads: Charge: UBL(4)\$\_\_\_\_per car.  
Option: Enter “\$0.00” to perform at no charge.

Page 175, Item 315., rewrote to include DEM(1)-(4) charges.

Page 175-176, Item 315.3., rewrote to include a. and b. subparagraphs.

Page 182, Item 345., information removed and reserved for future use.

Page 183, Item 349.2., changed to read: Prior to loading AA&E or TPS shipments at a DoD port, DoD port personnel, in conjunction with USCG port security and TSP personnel will ensure all required pre-load safety and security measures are taken. See Performance, Item 329 and Demurrage (DEM), Item 315 for guidance.

Page 197, Item 400.4., added: or 301 lbs. for shipments from/to Alaska and/or Hawaii to the end of the paragraph.

Page 197, Item 403.1.b.i., removed the word or.

Page 198, Item 403.2.b.i., removed the word or.

Page 198, Item 406.2., changed start to starts.

Page 202, Item 427.1.a., changed to fix verb tense and update references to Section F.

Page 207, Item 466.1-2., added per shipment to each rate.

Page 207, Item 469.1-2., added per shipment to each rate.

Page 207, Item 472., added (665) and (670) to item title.

Page 210, Item 496.6-8., changes to read:

6. Hazardous Material Charge (HAZ). For international shipments, the hazardous material shall be processed by the TSP for a charge of HAZ (2) \$\_\_\_\_per rated pound, subject to a minimum charge of HAZ (3) \$\_\_\_\_ per shipment, whichever is greater.

7. Hazardous Material Accessible (HMA). For international shipments, the hazardous material shall be processed by the TSP for a charge of HMA (1) \$\_\_\_\_per rated pound, subject to a minimum charge of HMA (2) \$\_\_\_\_ per shipment, whichever is greater.

8. Hazardous Material Inaccessible (HMI). For international shipments, the hazardous material shall be processed by the TSP for a charge of HMI (1) \$\_\_\_\_per rated pound, subject to a minimum charge of HMI (2) \$\_\_\_\_ per shipment, whichever is greater.

Page 217, para 9., removed see Appendix.

Page 232, Appendix C, added:

495 Crane/ Crane Operator at Destination; Removed 490

500 Crane/Crane Operator at Origin; Removed 505

520 Over Dimensional Freight Service (Air)

667 International Pickup on Saturday

670 International Delivery on Saturday

AAM Materials and Spanners

Page 238, Appendix D 212., changed to read: MFTURP-1, Item 177.

Page 244, Appendix D 451, changed to read: 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 Couriers clearance via Defense Information Security System (DISS) prior to shipment pickup.

Page 245, Appendix E, added Ammunition and Explosives definition. Includes, but is not limited to, all items of U.S.-titled (i.e., owned by the U.S. Government through the DoD Components) ammunition; propellants, liquid and solid; pyrotechnics; HEs; guided missiles; warheads; devices; and CA substances, devices, and components presenting real or potential hazards to life, property, and the environment. Excluded are wholly inert items and nuclear warheads and devices, except for considerations of storage and stowage compatibility, blast, fire, and nonnuclear fragment hazards associated with the explosives.

Page 256, Appendix E., Linehaul definition updated to read: Transportation of cargo over TSP routes from point of origin to point of destination, excluding local pick-up, delivery, local drayage, and switching services.

Page 259, Appendix E., Rail TSP definition updated to read: A rail carrier providing common carrier railroad transportation for compensation, but does not include street, suburban, or interurban electric railways not operated as part of the general system of rail transportation as defined by 49 U.S.C. 10102 (5).

Page 264, Appendix F, added abbreviation (AE) for Ammunition and Explosives.

Page 268, Appendix H, corrected title of DOT Emergency Response Guidebook, (ERG).

Page 275, Appendix I, updated DD Form 626, May 2024.

### **USTRANSCOM Changes**

Title page, changed to read: This publication establishes policy, prescribes rules, and describes responsibilities for motor, rail, water, pipeline, air and tank-truck Transportation Service



Providers (TSPs). These rules will assist TSPs in providing safe, reliable and “Best Value” service to Department of Defense (DoD) shippers.

Title page, added: POC: USTRANSCOM J4-LC manages the domestic and international air programs.

Table of Contents, all Table of Contents from each Section have been combined into one main area.

Table of Contents, Item 440, add new item 440 – Attempted Delivery (ADD, ADI)

Table of Contents, Item 475, add new title Item 475 – Reconsignment or Diversion

Page 2-3, Section A, changed to read: Transportation Service Provider General Rules

Section A-Full Publication, removed BoL and BOL language and replaced with the correct abbreviation BL.

Page 3, para D.1., changed to read: This publication will not prevent different or additional requirements or terms or conditions to apply for a particular shipment if the Transportation Officer (TO), the TSP, and the governing command for the movement mode USTRANSCOM (TCJ4- LC). Commercial Services Branch at USTRANSCOM, TCJ4-LC manages air shipments and SDDC for all other modes agree to the specific change and the change is not prohibited by statute, regulation, executive order, case- law or other applicable legal authority.

Page 3, para D.1.a.iii., changed to read: Federal Acquisition Regulation (FAR) contracts, to include the General Services Administration (GSA), Global Heavyweight Service (GHS), Next Generation Delivery Service (NGDS), and DoD Freight Transportation Services (DFTS) contracts, unless the publication is specifically incorporated into the contract or agreement.

Page 4, para E.1., changed to read: When rules, charges or other requirements are negotiated (including FAR Based Contracts that reference this document in their respective Performance Work Statement and GFM’s electronic Spot Bid on the web) 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.

Page 4, para I.5., updated POC phone number.

Page 6, para A.2.e., changed to read: Changes to a motor carrier's SCAC due to changes in ownership, affiliations, or other legal name changes may occur; however, the Standard Carrier Alpha Code (SCAC) must maintain an approved U.S. Department of Transportation (DOT) and MC number as registered/approved in FCRP that meets the minimum requirement of 3 years of consecutive, uninterrupted DOT operating authority.

Page 6, para B.1., changed to read: TSP requirements include, but are not limited to: active SCAC; active authority (see Paragraph II.A.2, for motor authority requirements); SYNCADA/US Bank account; Compliance Safety Accountability (CSA) thresholds on asset based TSPs.

Page 6, para B.3., changed to read: under a non-negotiable standardized DoD generated commercial BL, which a TSP may require additional documentation, such as an airway bill.

Page 6-11, para B., complete rewrite and reformat of paragraph B. “SDDC Approved Transportation Service Provider (TSP) General Requirements”.

Page 8, para B.4.a., spelled out CFR.

Page 13, para D.1., added reference to TRANSCOM for air. Only DoD approved TSP shall be permitted to transport TPS shipments. TSP who have not received prior approval by SDDC for surface and USTRANSCOM for air TSPs are not authorized to accept delivery of, or otherwise transport TPS cargo.

Page 14, para D.5.a., changed to read: 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 DOT FMCSA. Safety performance will be evaluated using the FMCSA’s 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.

Page 16, para B., rewrote Electronic Instructions for Surface TSPs (For air TSPs see Section F, Part III).

Page 17, para B.9., updated reference to read: While the Transportation Control Number (TCN) is not required at this time, but will be once the IC is updated, TSPs are required to provide it via the EDI 214A.

Page 18, para C.1.b., spelled out (OTO).

Page 18, para C.1.c.ii., changed to read: Movement occurred without applicable tender on file with SDDC and USTRANSCOM.

Page 19, para C.1.e., changed to read: When a TSP bids on an SDDC or USTRANSCOM-negotiated shipment IAW the terms of negotiated agreements all costs associated with the fuel rate adjustment, also known as a fuel related surcharge, must be all-inclusive as part of the negotiated rate.

Page 19, para C.1.e.i., removed shipper directed verbiage to read: No additional fuel related surcharge adjustments will be available on the BL.

Page 19, para C.1.e.iii., updated POC phone number.

Page 19, para C.5.a., updated references and removed page number.

Page 20, para C.5.e.i., removed shipper directed verbiage to read: No additional fuel related surcharge adjustments will be available on the BL.

Page 20, para. C.5.e.ii., changed to read: After Spot Bid issue and/or award but before execution (within 24 hours or less prior to pick up or TSP dispatched a vehicle): if there were changes

initiated by the shipper, the Spot Bid (and award, if applicable) shall be canceled, and the Spot Bid resolicited reissued to include the additional services.

Page 20, para C.5.e.iii., updated POC phone number.

Page 20-21, para C.5.j., reworded to read: Rate quotation/cost estimate purposes for over dimensional and overweight shipments only. Any rates returned under a cost estimate spot bid that have “FOR COST ESTIMATE PURPOSES ONLY” clearly stated by the shipper in the remarks of the spot bid are non-binding and cannot be used to award freight or issue BLs.

Page 21, para C.5.k., added new subparagraph. For domestic and international spotbids, please contact [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

Page 21, para D.2., spelled out FAK.

Page 22, para E.5., added new subparagraph. See Section F for guidance on international holidays.

Page 22, para A.3., changed to read: Tenders submitted in response to HQ SDDC or USTRANSCOM solicitations, and other negotiated actions shall be published in the Standard Tender format, unless otherwise specified by the terms and conditions of those actions.

Page 22, para. A.3.b., added new subparagraph. For all negotiated air tenders, USTRANSCOM will facilitate the ITO requirements with air carriers to ensure fair opportunity is afforded.

Page 24, para B.1.b.ii.1.d., changed to read: Section I – Conus to Conus Small Package Air Rates.

Page 25, para C.2.c.i., added (Not applicable to mode K, L or M) to the end of the paragraph.

Page 25-26, Figure IV-1 MODES, table updated to add asterisks next to air modes.

Page 28, para C.3.n.ix., included HHG abbreviation.

Page 29, para C.2.o.iv., changed to read: 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 1.c. of Transportation Service Provider Cargo Liability (LIE) (Section A, VI., Paragraph E.).

Page 29, para C.2.o.v., removed “Domestic” from air tender.

Page 29, para C.2.o.v., changed to read: Air tender released value for lost and/or damaged cargo (excluding crated HHG and personal effects, i.e., commodity code 100251) shall not exceed \$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. Except for provisions described in this paragraph, commodities released in value may be published in the same tender with commodities not released in value.

Page 30, Figure IV-2 Application of Rate Qualifiers, added row for LB.

Page 32, Regional Grouping, added Region 10 and 11.

Page 34, para C.e., added (not applicable to air) to paragraph.

Page 36, para C.f., added (not applicable to air) to paragraph.

Page 44, para 5., changed to read: Section G Point to Point Domestic Air Rates.

Page 44, para 5., changed to read: This section applies to domestic voluntary and negotiated air tenders.

Page 44, para 5.a., changed to read: Shipments in Section G and Section H apply to over 150 pounds for shipments within the CONUS and over 300 pounds for shipments involving Alaska and Hawaii.

Page 44, para 5.b., changed to read: This section is used to quote rates for air transportation from, to, or between specific cities, military installations (ATP cannot be used for air movement to/from/between military airfields where commercial airfields do not exist) or airport to airport.

Page 44, para 5.c., added Extended Service (AE) to read: Indicate the level of service, which is applicable for this tender by placing one, two, three, four, or all five of the levels. Definitions of the levels; Priority Service (SG), Overnight Service (D1), Second Day Service (D2), Deferred Service (D3), and Extended Service (AE) shall be found in Appendix E.

Page 45, para 6, changed to read: This section applies to domestic voluntary and negotiated air tenders.

Page 45, para 6.c., changed to read: Indicate the level of service, which is applicable for this tender by annotating one, two, three, four or all five of the levels. Definitions of the levels SG, D1, D2, D3 and AE shall be found in Appendix E.

Page 45, para 6.e.i., changed to read: Section H is used for quoting rates to/from/between geographic locations expressed in any of the five methods, CONUS, USA, Regions (excluding Region 0), State, or Zone.

Page 46, para h., added Domestic to paragraph.

Page 46, para h.ii., changed to read: Regions are made up of specific states, which include all SPLC codes within each state. First determine the regions for all origins; installation, city, state, region 9C (CONUS), or USA (all US States plus the District of Columbia), which is the Service Area. Determine the regions for all destinations.

Page 46, Destinations, added 10R and 11R.

Page 47, Origin Region, added Region 5,8,11.

Page 47, para b., added new paragraph. If the origin is US and the destination is US, this would include all regions 1-8, 10, and 11, therefore all zones A through M would be used.

Page 47, para i.i., changed to read: 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; Table H-4, D3, and Table H-5, AE. All domestic rates are PH and weight breaks start at 151 pounds for regions 1-8, and 301 pounds for regions 10 and 11. All international rates are LB and weight breaks start at 301 pounds. For weights less than 151 pounds, see Section I.

Page 47-48, added new section H – International Air Rates.

Page 48, para 7., changed to read: Conus to Conus Express Small Package Contract.

Page 53, para b., included HHG abbreviation.

Page 57, para A.1., replaced “air” with “and” for correct language.

Page 58, para B.1.h., updated proper reference to the DTR.

Page 59, para B.2.e., updated proper reference to the DTR.

Page 59, para B.2.f., updated proper reference to the DTR.

Page 60, para B.2.g., updated proper reference to the DTR.

Page 60, para B.2.h., included quotations around the DD Form 1907 title.

Page 60, para B.2.j., included commas after DTR Part II.

Page 61, para B.2.q., included commas after DTR Part II.

Page 61, para B.2.r., included commas after DTR Part II.

Page 61, para B.2.w., changed POC contact information to read: [usarmy.scott.sddc.mbx.carrier-performance@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-performance@army.mil) and for air carriers, contact USTRANSCOM at [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

Page 64, para B.5., changed to read: SDDC and USTRANSCOM 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.

Page 67, para B.1., added Air TSPs see Section F. to paragraph.

Page 67, para B.1.table., deleted 675 from “incompatible with” and added it to “compatible with”.

Page 68, para E., changed to read: The cargo liability guidance set forth below shall apply to motor TSP. For air modes, see Section F. For all other modes, see Released Value paragraph in Part IV, Completing a SDDC 364-R Tender in this section.

Page 68, para E.1., changed to read: FAK —Except Crated HHG or personal effects.

Page 69, para F.1., changed to read: Multi-modal service is transportation of a shipment by a mode (motor, rail, air, water) other than that used to pick up the shipment. This service is to be

provided at the option of the TSP, with prior TO concurrence (TO concurrence not applicable to air service), when multi-modal service is necessary due to circumstances set forth in paragraph 2 below.

Page 71, para H.3., added For air shipments see Section F, Item 475 to the end of the paragraph.

Page 74, para M., updated title to read: FUEL SURCHARGE (Does not apply to air).

Page 75, para N.1., changed to read: 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 Part II, Chapter 205.

Page 82, para S., new paragraph added for Cyber Security Requirements for FCRP-Approved Transportation Service Providers.

Page 83, para B.1.b., included the correct title of TCJ9 office.

Page 85, Table 1 – Contact Information., updated USTRANSCOM POC phone number.

Page 88, para I.1., changed to read: This part describes general requirements for a motor TSP transporting DoD freight. In order to transport DoD freight, carriers must comply with the requirements of the FCRP as well as the requirements and safety and security standards contained in the DTR Part II, Cargo Movement; 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).

Page 90, Item 5.1.c.ii., removed reference to DTR, Chapter 202.

Page 91, Item 11.1., added quotations around DD Form 626 title.

Page 92, Item 11.2., removed full title of DD Form 626.

Page 92, Item 13.3, changed to read: When required by authorized Customs and Border Protection (CBP) or the Department of Transportation or if there is an immediate cause for safety or security of the shipment, the seal may be broken under the direction of a TSP or Government official that has the equivalent security clearance as required on the BL (see DTR Part II, Chapter 205 Paragraph H. for more information).

Page 100, Item 35.1., included correct reference to DTR.

Page 101, Item 39.2.e., included HHG abbreviation.

Page 102, Item 43.2.e., included HHG abbreviation.

Page 104, Item 53.3., included correct reference to DTR.

Page 106, Item 63.5., added new paragraph. See Section F for rules pertaining to air shipments.

Page 106, Item 69.1, included quotations around DD Form 1907 title.

Page 114, Item 97.4.a., included quotations around DD Form 626.

Page 115, Item 100.1.b., removed Title of DD Form 626 and DD Form 1907.

Page 117, Item 103.3, corrected spelling of set.

Page 122, Item 107.9., removed the language “shall be”.

Page 123, Item 107.10.b., changed to read: Documenting and reporting issues observed in the use of DCS sensors and incidents of TSP non-compliance with DCS sensor requirements IAW the DTR Part II, Chapter 207.

Page 140, Item 170.2., Removed TO directive language.

Page 142, Item 179.1., updated correct reference to DTR.

Page 146, Item 201.4.a., changed to read: Demurrage will terminate when a shipper or a consignee notifies authorized rail personnel that the rail car is available. 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.

Page 149, Item 209.2.e., included HHG abbreviation.

Page 149, Item 211.1., Removed Freight All Kinds language.

Page 151, Item 213.2.e., included HHG abbreviation.

Page 151, Item 215.1., included HHG abbreviation.

Page 174, para 2.b., changed to read: Domestic Shipyard Preference: IAW DTR Part II, Chapter 202, 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. 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:

Page 178, Item 325, changed to include: (Tanker/Barge Material Inspection).

Page 178, Item 325.1., changed to read: A TSP shall submit a DD Form 250-1, “Tanker/Barge Material Inspection and Receiving Report,” prior to performing loading/unloading, when mooring at dock for acceptance by authorized personnel at the docking facility.

Page 184, Item 353.1., changed to read: 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), 32 CFR Part 117 National Industrial Security Program Operating Manual (NISPOM) Rule, and DTR Part II, Chapter 205, Transportation Protective Service (TPS).

Page 195, added new sentence to read: This section applies only to negotiated and volunteer air tender shipments.

Page 195, para I.1., changed to read: With the exception of negotiated tenders supporting non-NGDS eligible cargo, no domestic shipment (sum of all individual piece rated weights being moved on the same U.S. Government issued CBLs) shall be less than 151 pounds with the exception of shipments that involve Alaska and Hawaii, which shall have a minimum rated weight of 301 pounds. With the exception of negotiated tenders supporting non-NGDS eligible cargo, no international shipment (sum of all individual piece rates weights) shall be less than 301 pounds.

Page 195-214, complete re-write of Section F – Air Transportation Service Provider Rules.

Page 197, Item 403, removed (See Notes) from title.

Page 198, Item 406.3., changed to read: For those shipments that do not meet the service level ordered, a shipper may initiate a request for the credit within 30 calendar days after the contractual RDD and report a service failure in the Carrier Performance Module.

Page 198, Item 409, changed to read: Exporting U.S. Munitions List (USML) Items and International Traffic In Arms Regulations (ITAR).

Page 200, Item 412.2.u., included HHG abbreviation.

Page 201, Item 415.2.t., included HHG abbreviation.

Page, 202, Item 421.2., changed to read: For domestic/international shipments of oversized or non-stackable freight, as described in paragraph 1a-1d above, the TSP will be entitled SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES to a flat surcharge of 520 (1)\_\_\_\_ % per rated pound for each oversized or non-stackable piece.

Page 202, Item 427.1.a., changed to read: 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 F, Item 472, for appropriate accessorial-service charges.

Page 203, Item 427.3, changed to read: For domestic/international shipments, when the consignor requests Priority Service (SG) and Overnight (D1) service with a before-12:00 p.m. delivery, the TSP is entitled to a charge of DEL (1) \$\_\_\_ per rated pounds subject to a minimum charge of DEL (2) \$\_\_\_, whichever is greater.

Page 204, Item 436.1., changed to read: For domestic/international shipments, the TSP agrees to provide this increased liability coverage for EVC (1) \$\_\_ for each \$100 or fraction thereof.

Page 204, Item 439.1., changed to read: APD (1) \$\_\_\_\_\_per shipment, subject to a minimum charge of APD (2) \$\_\_\_\_\_per shipment.

Page 204, Item 439.2., changed to read: API (1)\$\_\_\_\_\_per shipment, subject to a minimum charge of API (2) \$\_\_\_\_\_per shipment.

Page 204, Item 440, new Item that reads:



1. For domestic shipments, the awarded TSP departs the pickup location without the shipment because the shipper is unable to produce documentation and air worthy cargo, the TSP is entitled to a charge ADD (1) \$ \_\_\_per shipment, subject to a minimum charge of ADD (2) \$ \_\_\_per shipment.

2. For international shipments, the awarded TSP departs the pickup location without the shipment because the shipper is unable to produce documentation and air worthy cargo, the TSP is entitled to a charge ADI (1)\$ \_\_\_per shipment, subject to a minimum charge of ADI (2)\$ \_\_\_per shipment.

Page 204, Item 442.1., changed to read: For domestic/international shipments, each escorts / couriers shall be subject to a charge of ECR (1) \$ \_\_\_ per shipment basis.

Page 205, Item 445.4, changed to read: Charges. When Life and Death Emergency On-board Courier Service is provided for domestic/international shipments, escorts and/or couriers shall be subject to a charge of LDS (1)\$ \_\_\_per shipment.

Page 205, Item 451.1., updated the charge to RWD(1)\$ \_\_\_per shipment.

Page 205-206, Item 454., changed to read:

1. For domestic and international shipments, when the shipper requests Cold Chain/Refrigeration Services, the TSP shall maintain an ambient temperature surrounding the outside of the outer packaging as follows:

2. Cold Chain/Refrigeration Service (Temperature Maintained at 32 degrees Fahrenheit and below). This cold chain protective services shall be provided by the TSP for a charge of Z11 (1) \$ \_\_\_per pound (domestic/international shipment).

3. Cold Chain/Refrigeration Service (Temperatures Maintained at or above 33° Fahrenheit and at or below 49° Fahrenheit). This cold chain protective services shall be provided by the TSP for a charge of Z12 (1) \$ \_\_\_per pound (domestic/international shipment).

4. Cold Chain/Refrigeration Service (Temperatures Maintained at or above 50° Fahrenheit and at or below 67° Fahrenheit). This cold chain protective services shall be provided by the TSP for a charge of Z13 (1) \$ \_\_\_per pound (domestic/international shipment).

5. Cold Chain/Refrigeration Service (Temperatures Maintained at or above 68° Fahrenheit and at or below 86° Fahrenheit). This cold chain protective services shall be provided by the TSP for a charge of Z14 (1) \$ \_\_\_ per pound domestic/international shipment).

Page 206, Item 457.2-3., changed to read:

2. For domestic/ international shipments, Wet Ice, Re-icing shall be provided by the TSP for a charge of RIE (1) \$ \_\_\_per pound of wet ice, per occurrence, subject to a minimum charge RIE (2) \$ \_\_\_, whichever is greater.

3. For domestic/ international shipments, Dry Ice, Re-icing shall be provided by the TSP for a charge of RID (1) \$\_\_\_per pound of dry ice, per occurrence., subject to a minimum charge RID (2) \$\_\_\_, whichever is greater.

Page 206, Item 460.1, changed charge to 020(1)\$\_\_ per shipment.

Page 207, Item 466.1-2., removed domestic and international from the beginning of each paragraph.

Page 207, Item 469.1-2., removed domestic and international from the beginning of each paragraph.

Page 207, Item 472.1.a-e., changed to read:

a. For domestic/international shipments that require pickup or delivery outside of consignor or consignee's normal operating hours, the TSP is entitled to a charge PUD (1) \$\_\_\_per rated pound before or after installation's normal operating hours as indicated in TFG.

b. For domestic shipments that require pickup or delivery on a Saturday, the TSP is entitled to a charge SAT (1) \$\_\_\_per rated pound on Saturdays, subject to a minimum charge of SAT (2) \$\_\_\_, whichever is greater.

c. For domestic/international shipments that require pickup or delivery during federal holidays and/or those national holidays specific to countries of pickup and/or delivery on Sundays and holidays, the TSP is entitled to a charge HOL (1) \$\_\_\_per rated pound, subject to a minimum charge of HOL(2) \$\_\_\_, whichever is greater.

d. For international shipments that require Saturday delivery, the TSP is entitled to a charge 665 (1) \$\_\_\_per rated pound, subject to a minimum charge of 665 (2) \$\_\_\_per shipment, whichever is greater.

e. For international shipments that require Saturday pickup, the TSP is entitled to a charge 670 (1)\$ \_\_\_per rated pound, subject to a minimum charge of 670 (2) \$\_\_\_per shipment, whichever is greater.

Page 208, Item 472., removed paragraph 2 that read: 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 a U.S. Government issued CBL by the representative, the consignor or consignee.

Page 208, Item 475., complete re-write of this item.

Page 208, Item 478.1., changed to read: When the consignor requests Overnight delivery (D1) service before 12:00 p.m., the TSP is entitled to a charge of DEL (1) \$\_\_\_ per rated pound, subject to a minimum charge of DEL (2) \$\_\_\_,for domestic/international shipments.

Page 209, Item 481.4., changed to read: 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 domestic/international shipment. In Section F (1) of the DoD Standard Tender of Freight Services, TSP will enter 675 (1).

Page 216, para 1.b., changed to read: All transportation contracts, to include individual BLs, must comply with the SCA. DoD regulations, DTR and MFTURP-1 do not relieve the responsibility for motor carriers to follow the provisions outlined by the SCA requirements mentioned above.

Page 216, para 2., included International, Federal, State or local law to the end of the paragraph.

Page 218, para 9.c., rearranged sentence.

Page 232-234, Appendix C, added new entries:

003 Account Number Correction Charge

015 Bahrain Certificate of Origin Fee

535 Pickup Beyond Service Area Charge OCONUS/CONUS

593 Re-Bill Charge

665 Saturday Delivery

670 Saturday Pickup

AAT Djibouti Harmonized System Code Fee

ADD Attempted Delivery Domestic

ADI Attempted Delivery International

APD Attempted Pickup Domestic

API Attempted Pickup International

DEL Overnight Delivery Service Before 12:00pm (Air)

DOC Djibouti Documentation FEE

EVC Excess Valuation (purchased in \$100 increments)

HMA Accessible Hazardous Materials

HMI Inaccessible Hazardous Materials

LDS Life and Death Emergency On-board Courier Service

PDY Delivery Beyond Service Area Charge CONUS/OCONUS

REC Return Cargo Charge

RID Re-icing required for dry ice

RIE Re-icing required for wet ice

RWD Re-weight and/or Re-measure Domestic

RWI Re-weight and/or Re-measure International

Z11 Cold Chain/Refrigeration Service for temperatures maintained at 32° Fahrenheit and below

Z12 Cold Chain/Refrigeration Service for temperatures maintained at or above 33° Fahrenheit and at or below 49° Fahrenheit

Z13 Cold Chain/Refrigeration Service for temperatures maintained at or above 50° Fahrenheit and at or below 67° Fahrenheit

Z14 Cold Chain/Refrigeration Service for temperatures maintained at or above 68° Fahrenheit and at or below 86° Fahrenheit

Page 248, Appendix E, added new definition for Constant Surveillance Service to read: A Transportation Protective Service requiring carriers to provide a qualified driver or other qualified representative who maintains constant visual surveillance of a shipment during transportation.

Page 251, Appendix E, included (DP3) abbreviation in Disqualification definition.

Page 252-253, Appendix E, added new definition for Extended Service to read: Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or after the sixth business day after consignor requested pickup date of shipment, but no later than the RDD annotated on the BL. Consignor will insert required delivery date requirement on BL in accordance with the TSP agreement.

Page 256, Appendix E, updated Manifest definition to read: A U.S. Government issued document specifying in detail the passengers or items carried for a specific destination.

Page 258, Appendix E, corrected used language for the POV definition.

Page 264-266, Appendix F, added the following:

AE – Extended Service

ATP – Air Tender Program

DR – Door-to-Airport

GHS – Global Heavyweight Service

RD – Airport-to-Door

Page 304-309, Appendix I, added the following:

Level of Service (Select One, Multiple, or All Five)

Added AE = Extended

Added AA= Airport-to-Airport, RD = Airport-to-Door, and DR= Door-to-Airport

Added AE as a column header

Added H-5

Added two new regions to the State Matrix for Alaska and Hawaii

Updated Rate Tables H-1-5

Updated Section I – International Air Rates