

SUMMARY OF CHANGES

Page 6, para A.2.f., new subparagraph f, that states: TSPs must register within SAM.gov selecting the “All Awards” option and complete the Core, Assertions, Representations and Certifications, and Points of Contact sections of the registration in SAM. SAM registration is completed when the Government has validated all mandatory data fields, to include validation of the Taxpayer Identification Number (TIN) with the Internal Revenue Service (IRS); and the Government has marked the record "Active". The TSP will be required to provide consent for TIN validation to the Government as a part of the SAM registration process. The service provided by SAM.gov provides enhanced evaluation of business entities. FCRP will utilize this service to supplement its current process to evaluate prospective TSPs’ quality and capability to do business with the DoD.

Page 6-12, para B., reformatted section.

Page 7, para B.5., changed to read: To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence or that the loss or damage was due to a force majeure situation.

Page 8, para B.8., new subparagraph 8, that states:

To be qualified to be in the FCRP, TSPs must be registered within SAM.gov and must maintain an active registration. Once registered within SAM.gov, TSPs must provide their Unique Entity Identifier (UEI), and submission and expiration dates in their FCRP application and in the FCRP app.

a. TSPs must always maintain SAM registration in “Active” status and update SAM information in the FCRP app when their information changes. TSPs must notify the FCRP team if their SAM registration becomes inactive. Failure to keep the SAM registration “Active” will result in the TSPs disapproval in FCRP. The TSP will not receive freight offers from the DOD until their SAM information has been updated and matches FCRP records.

b. SAM registration must be renewed annually to remain active. The TSP will receive an email 30 days prior to the SAM expiration date. If the SAM information is not updated in FCRP prior to expiration, the TSP will automatically be placed in a disapproved status. TSPs will return to an approved status when updated information is provided to FCRP.

c. Additionally, if a TSP is suspended or debarred as reflected in SAM.gov, the TSP will be placed in disapproval in FCRP for the duration of the suspension or debarment. A TSP that has been suspended or debarred must notify the FCRP by e-mail at usarmy.scott.sddc.mbx.carrier-registrations@army.mil within 2 government business days of the TSP receiving notification of the suspension or debarment.

Page 13, para C.7., changed to read: To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence or 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, IX, Table 1 and 2.

Page 16, updated roman numerals for Conducting Business with Department of Defense.

Page 16, para A.3., added new statement: TSPs shall submit invoices within 3 business days after delivering the freight. Linked eBills shall be submitted within 3 business days after discovering that the additional charges are owed to the TSP and prior to September 30 of the current year before the end of the Fiscal year.

Page 17, para B.9., changed to read: TSPs are encouraged to provide it via EDI 214A.

Page 20, para C.5.d., updated GFM email address.

Page 21, para E.1-3., changed to read:

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. Failure to comply with CAS requirements stated in the TFG may result in a service failure in CPM. TSP can access the TFG and the CAS on the TEAMS website <https://eta-teams.transport.mil/teams/login>.
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 and/or a service failure in CPM. NOTE: Carriers bill the activity responsible for incurring the Detention and/or Storage.
3. Failure to review the TFG for installation operating hours may result in a service failure in CPM.

Page 22, added new paragraph F., that states: In the event the TSP enters into proceedings relating to bankruptcy, whether voluntary or involuntary, the TSP agrees to furnish, by certified mail or email, written notification of the bankruptcy to the MSDDC at usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil or for air email USTRANSCOM at: transcom.scott.tcj5j4.mbx.lc@mail.mil and the transportation officers responsible for each active BL. This notification shall be furnished within five days of the initiation of the proceedings relating to bankruptcy filing. This notification shall include the date on which the bankruptcy petition was filed, the identity of the court in which the bankruptcy petition was filed, a point of contact for coordinating delivery of freight in the TSP's possession, and a listing of the bills of lading and transportation officers for all government bills of lading against which final payment has not been made. This obligation remains in effect until final payment of the last bill of lading at issue.

Page 22, para A.2.a., updated GFM email address.

Page 26, para C.2.c.i., removed: (Not applicable to mode K, L, or M).

Page 29-30, para C.2.o.iv., removed: described in Appendix D.

Page 45-46, para 6. Territorial Air Rates., reformatted section.

Page 47, para I.6.i.iv., updated Origin Region and Correct Zone.

Page 48, para I.7., changed to read: Section I - CONUS to CONUS Small Package Air Rates.

Page 54, para 5., removed duplicate verbiage: “Rating Multiple Shipments”.

Page 60, para B.2.t., changed to read: Only TSPs with proper authority from DOT may post to load/broker boards; no TPS loads (to include 675 Signature and Tally Record Service) may be posted.

Page 62, para B.4.table., changed to read: F8 Failure to Provide Signature and Tally Record Service.

Page 69, para G.2.a.iv., added “or” to subparagraphs.

Page 70, para I.1.a., changed to read: The TSP will provide written notification to the consignee and the Issuing Officer on the BOL that the freight is in storage within 24 hours of placing the freight into storage.

Page 71, para I.2.e., added new subparagraph that states: Should the TSP experience challenges in scheduling delivery that may result in storage, the Issuing Officer on the BOL will be engaged as soon as feasible. Should the TSP experience delivery delays that results in storage charges being incurred but fails to inform the Issuing Officer on the BOL within 24 hours of freight being placed into storage, this may impact, at the Issuing Officer’s discretion, full reimbursement of storage charges.

Page 72, para J.2., updated email address.

Page 94, Item 21.9., removed sentence that stated: Fully palletized shipments weighing less than 20,000 pounds shall be allowed one-half the free time in 1(f), 1(g) or 1(h).

Page 102, Item 51.1.a., removed URC (3) until GFM is updated.

Page 104, 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 of original delivery attempt.

Page 105, Item 69.1, changed to read: Signature and Tally Record Service is not a TPS;

Page 105, Item 69.6, changed to read: When Signature and Tally Record Service 675 is requested, the BL shall be annotated as follows:

Page 115, Item 103.2, changed to read: DDP shall be used in conjunction with Satellite Motor Surveillance Service (SNS) ITEM 111.

Page 116, Item 105.2., changed to read: PSS shall be used in conjunction with Satellite Motor Surveillance Service (SNS) ITEM 111.

Page 199-200, Item 421.2., removed reference to Section F.

Page 203, Item 448.3., provided more detail for RCL uses.

USTRANSCOM Changes

Changed the dash symbol in all Item titles and charges throughout the regulation.

Concurrent format for all email and website links.

Concurrent format for all DoD references.

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 J4- LC Commercial Services Branch for commercial 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 6, para A.2.d., removed duplicate sentence that stated: Notify SDDC electronically (usarmy.scott.sddc.mbx.carrier-registrations@army.mil) or USTRANSCOM electronically for air shipments (transcom.scott.tcj5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations, legal name or other changes affecting FCRP registration within 30 calendar days.

Page 6, para A.2.e., changed to read: Changes to a motor carrier's Standard Carrier Alpha Code (SCAC) due to changes in ownership, affiliations, or other legal name changes may occur; however, the 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 7, para B.4.a., changed to read: When requested, proof of compliance with Title 49 of the Code of Federal Regulations (49 CFR), Parts 40 and 382 through 396 shall be provided by TSP.

Page 9, para B. Surface TSPs.4.a., changed to read: Motor TSPs 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.

Page 10, para B.3.1., changed to read: In accordance with 49 U.S. Code 41106 – Airlift Service registration requests will only be approved by Civil Reserve Air Fleet (CRAF) carriers who meet all the requirements outlined in the Commercial Air Carrier Freight Registration Program (FCRP) Letter as shown below in paragraphs 2-7.

Page 11, para B.5.c., removed: Attachment 1.

Page 11, para B.6.c., removed: Attachment 2.

Page 16, para A.1., added air carriers see Section F.

Page 21-22, para E.4.a-j., added Thanksgiving and ordered the list chronologically.

Page 30-31, Figure IV-2., removed: LB – Per Pound row in table.

Page 45, para C.6.d.ii., changed: AD to RD.

Page 48, para C.6.j.iii., added new section that reads: The dimensional weight factor for all domestic voluntary and negotiated air tenders is 166.

Page 54, para 5., changed to read: 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.

Page 70, para H.6., add new subparagraph that states: See Section F, Item 475 for Reconsignment/Diversion instructions for air shipments.

Page 90, Item 11.1., changed to read: TSPs will permit shipper/consignee to inspect vehicle prior to loading/unloading of DoD freight and annotate deficiencies on DD Form 626, “Motor Vehicle Inspection (Transporting Hazardous & Sensitive Materials).”

Page 112, Item 97.4.a., changed to read: The drivers and trailers will meet or exceed the requirements of DD Form 626, “Motor Vehicle Inspection (Transporting Hazardous & Sensitive Materials)” and 49 CFR, and;

Page 174, Item 315.3.b.i., changed to read: DD Form 250-1 or DD Form 1149, “Requisition and Invoice/Shipping Document.”

Page 193, para I.1., changed to read: In the event dual use runways are used, aircrafts shall stay on the commercial side and only the TSP and/or affiliated agents shall load/download all cargo from the TSP’s aircraft. U.S. Government/DoD personnel shall not load or download cargo from the TSP’s aircraft.

Page 193, para I., switched “volunteer” to “voluntary”.

Page 193, para 3., removed the word “accordingly”.

Page 193, para 3., removed sentence that stated: Any customs fees arising during the contract performance period shall not relieve the TSP of its responsibility to meet the contracted RDD.

Page 194, para 7., updated website to read: <https://ofac.treasury.gov> and https://finance.ec.europa.eu/eu-and-world/sanctions-restrictive-measures/overview-sanctions-and-related-resources_en#sanctions-resources.

Page 194-195, Item 400., Item renamed to “Calculating Multi-Piece Shipment Rated Weight” and subparagraphs changed to read: For multi-piece domestic and international shipments, the rated weight for a multi-piece shipment comes from calculating the greater of the actual or dimensional for each piece, which becomes the rated weight for each piece. The total rated

weight for each piece is then added up to get the total rated weight for the multi-piece shipment. A multi-piece shipment is eligible for international service if the total rated weight is equal to or greater than 301 lbs. A multi-piece shipment is eligible for domestic service if the total rated weight is equal to or greater than 151 lbs. or 301 lbs. for shipments from/to Alaska and/or Hawaii.

Page 196, Item 403. Note., changed reference title for Item 400.

Page 196, 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 (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.

Page 196, Item 409.1., changed to read: Most DoD shipments are exempt from export license requirements. The key to exporting DoD property is for the TSPs to receive consignee/ consignor prepared documents which properly document the shipment, so it is clearly identified as DoD property and not commercial or private sector owned.

Page 196-197, Item 409.4., switched CSP to SCP.

Page 197, Item 409.5., spelled out BIS acronym.

Page 197, Item 409.6.b., updated link.

Page 198, Item 412.5, changed to read: released value under this item is set in Section F, “General Rules for Air Transportation Service Providers”. For domestic shipments see paragraph 2 and for international shipments see paragraph 5.

Page 199, Item 415.5., changed to read: released value under this item is set in Section F, “General Rules for Air Transportation Service Providers”. For domestic shipments see paragraph 2 and for international shipments see paragraph 5.

Page 199-200, Item 421.2., removed: SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES.

Page 199-200, Item 421.2., changed to read: If transportation for such shipments shall be provided on TSP supplied commercial air pallets (width 88 inches, length 125 inches), the TSP will not assess a rental charge for the use of the pallets.

Page 200, Item 421.2., changed to read: the TSP will be entitled to a flat surcharge of 520 (1)____ % of the calculated base rate for each oversized or non-stackable piece.

Page 200, Item 424.1., removed: Section B, Item 63.

Page 201, Item 427.3., removed plural “s”.

Page 201, Item 427.4.d., switched “DR” to “DA”.

Page 201, Item 427.5., changed to read: The consignor must annotate on the U.S. Government issued CBL clearly and specifically a request for Priority, Overnight, Second Day Service, or

Deferred Service. The consignor must also ensure the RDD annotated on the CBL reflects the last day of the service level ordered. If the RDD is not the last day of service level ordered, the TSP is still responsible to deliver within the service level indicated on the CBL. 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 level not provided unless an excusable delay is used IAW item 433.

Page 201, Item 430., added new subparagraphs that state:

1. The transportation officer must confirm the current clearance for the TSP representative picking up the shipment prior to releasing CIS shipments. To validate the TSP representative's security clearance, authorized Security Office personnel must login to the Defense Information System for Security (DISS) Joint Verification System (JVS) at: <https://dissportal.nbis.mil/diss-jvs-ui/faces/consent.jsp> or contact the TSPs Facility Security Officer (FSO).
2. CIS requires constant surveillance and custody of a shipment by a qualified TSP representative from pickup until delivery. When motor transport service or intermodal movements is also provided in connection with air, CIS procedures shall apply for the motor segment of the move. TSP representatives employed to handle shipments moving under CIS transportation protective service are required to carry adequate identification that verifies their affiliation with the TSPs named on the BLs. From the documents provided, shippers shall be able to verify each driver's affiliation with the origin TSPs named on the BLs. Drivers shall also carry a valid commercial driver's license, medical qualification card, and employee record card or similar documents, one of which contains the driver's photograph.
3. The awarded TSP must ensure a qualified representative designated by the TSP with a SECRET security clearance verified in DISS JVS picks up the shipment at origin. The DISS JVS cleared designated representative will then provide constant surveillance from origin to the final destination and delivered to the designated recipient identified on the bill of lading. TSPs utilizing a foreign flag carrier for international TPS cargo must provide two DISS JVS cleared designated representatives.

Page 202, Item 433.1., changed to read: For domestic and international shipments, 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. 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. When the TSP submits an invoice for services rendered and an excusable delay is involved, the TSP must provide notes

and/or an attachment in Synced that provides a clear explanation of how the delay was encountered and why the carrier believes the delay was beyond their control.

Page 202, 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 in excess of the general release value of the shipment.

Page 202, Item 439.1-2., removed one hour free time language.

Page 202, Item 440.1-2., reworded verbiage.

Page 202-203, Item 442.1., changed to read: For domestic/international shipments, each escorts / couriers shall be subject to a charge of ECR (1) \$__per shipment. Not to be used for CIS shipments.

Page 206, Item 475.3., added “per shipment”.

Page 206, Item 481.1.b., changed to read: their agent must place and sign the following annotation on the U.S. 8562 Government issued CBL.

Page 207, Item 484., removed extra dashes from title.

Page 209, Item 494.3.a., added requires Smart Card for access.

Page 211, Item 499.7., removed sentence that stated: Please include the contract number with the government when requesting a new setup.

Page 212, Item 499.10., reformatted paragraph 10.

Page 214, para 1.b., changed to read: All transportation contracts, to include individual BLs, in excess of \$2,500, 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 in this Section. 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/SitePages/Home.aspx>.

Page 216, para 9.c., remove paragraph as information was added to para G.1.b. above.

Page 299, Appendix I, switched “DR” to “DA”.

Page 300, Appendix I. Table G1., added missing dots under ‘SG’ column.