



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

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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.

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**SECTION A – TRANSPORTATION SERVICE  
PROVIDER GENERAL RULES**

## **I. GENERAL ADMINISTRATIVE INFORMATION**

### **A. PURPOSE**

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

### **B. APPLICATION**

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

### **C. SUPERSEDES AND REPLACES**

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

### **D. SCOPE**

1. 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.
  - a. It does not include the transportation of:
    - i. Shipments moving in courier service.

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- ii. Perishable Subsistence Shipments (Perishable Subsistence TSP Rate Tenders and Service Agreements), administered by, Defense Logistics Agency – Troop Support.
  - iii. 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.
- b. The words in this agreement shall be construed simply according to their fair and plain meanings, and not strictly for or against either party.
- i. If any provision in this publication is capable of two constructions, one of which would make the provision void and the other of which would make the provision valid, then the provision shall have the meaning that makes it valid.

### **E. PRECEDENCE**

1. When rules, charges or other requirements are negotiated (including FAR Based Contracts that reference this document in their respective Performance Work Statement and Global Freight Management’s (GFM) 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.

### **F. SUCCESSIVE REGULATIONS**

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

### **G. DEFINITIONS**

1. For definitions of certain terms referenced throughout this publication, see Appendix E.

### **H. ABBREVIATIONS**

1. For a listing of commonly used DoD abbreviations, see Appendix F.

### **I. PUBLICATION UPDATES**

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

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2. The publication can be downloaded and printed from the website.
3. When issues arise pertaining to recommended changes or modifications to rules included in this publication, stakeholders will utilize the SDDC Docketing System, found on the SDDC public website, to notify and justify requested changes. These changes shall be posted on the SDDC website and, if validated by G3, opened for comment.
4. For additional information on this regulation, direct inquiries to:

SDDC, G3, Domestic Carrier Management  
1 Soldier Way, Building 1900W  
Scott AFB, IL 62225  
Commercial: 618-220-6470  
DSN: 312-770-6470  
Email: [usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil)

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

USTRANSCOM, Commercial Services Branch, (TCJ4-LC)  
508 Scott Drive, Building 1900 E  
Scott AFB, IL 62225  
Commercial 618-817-5773  
Email: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)

6. On the effective date, all changes shall become effective and bind the TSP. They are incorporated automatically into a TSP's tender(s) and bills of lading issued from that date forward. TSP not canceling a tender prior to the effective date of the change is considered as concurring and accepting of the change in their tender. This rules publication may be issued with an effective date on one day's notice as long as all other provisions of Paragraph I are met.

## **II. BECOMING A DEPARTMENT OF DEFENSE TRANSPORTATION SERVICE PROVIDER**

### **A. BASIC TRANSPORTATION SERVICE PROVIDER REQUIREMENTS**

1. This item describes basic requirements a TSP must have in order to become USTRANSCOM/SDDC approved to transport DoD freight.
  - a. TSP must have current valid legal operating authority to provide commercial transportation services as offered and as provided to DoD.

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- b. The common law implied covenant of acting in good faith and fair dealing applies to TSP seeking or performing business with DoD.
  - c. Part of the screening process will verify the owner, company, corporate official(s) or anyone in its employ are not prohibited from conducting business with the federal government through the Excluded Parties List System (EPLS) at <https://www.sam.gov/portal/SAM/#1>.
  - d. TSP must not be in nonuse or disqualification status to transport DoD freight.
  - e. TSPs shall at all times comply with all applicable federal statutes, federal regulations and all other applicable law existing at the time of the shipment award.
  - f. Air TSPs must be Civil Reserve Air Fleet (CRAF) participants.
2. **Registration.** Registration for all surface modes, to include motor, will be accepted (barge, ocean, pipeline, and international TSPs) year round. Air TSPs, please email USTRANSCOM’s Commercial Services Branch TCJ4-LC at [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil). Domestic motor carrier registration requirements include:
- a. Register in the Freight Carrier Registration Program (FCRP) for each mode of service used to transport freight (i.e., motor, rail, water, pipeline, tank truck, air).
  - b. Company employees must comply with the requirements, contractual terms, conditions and rules of this publication.
  - c. Comply with the National Debt Reduction Act in order to receive payments for goods and services. Register in the System for Award Management (SAM) at <https://www.sam.gov> or call 1-866-606-8220 for further information.
  - d. Certify that owner(s), company, corporate official(s), agents or employees are not debarred, suspended or disqualified by SDDC/USTRANSCOM or any outside review agency; or placed in nonuse status by SDDC/USTRANSCOM at the time of registration.
  - e. Carriers must notify SDDC electronically ([usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)) or USTRANSCOM electronically for air shipments ([transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto: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. 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.
  - f. 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.

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

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

### ***1. These requirements apply to all TSPs:***

1. 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.
2. After initial approval, follow-up evaluations shall be conducted at any time to confirm continued eligibility as a DoD approved TSP.
3. All TSPs who receive shipment awards shall be required to move and accept cargo under a non-negotiable standardized DoD generated commercial BL, which a TSP may require additional documentation, such as an airway bill, that conforms to the Defense Transportation Regulation (DTR) 4500.9R Part II, Cargo Movement, Chapter 206, and the U.S. Federal Bill of Lading (BL) Act. The applicable rate on any shipment is the one published and in effect within the Tender Entry on the Web (TEOW) application on the date the shipment is accepted by the TSP (see U.S. Government Freight Handbook, Chapter 3, Section 32: U.S. Government Freight Transportation Handbook (gsa.gov)). GFM matches TSP's voluntary tenders to shipments based on the parameters entered by the TO/Shipper in their shipper systems. Only tenders that match these parameters and are, or will be, active on the availability/pick-up date set by the TO/Shipper are offered in the Automation Transportation Request (ATR) application in GFM. TSPs may accept, decline, or not respond to these offers. A carrier's acceptance under their tender identified in the offer constitutes the carrier's formal agreement to perform those services under that tender's rate at the time of acceptance. Changes or cancellations of tenders after a carrier accepts a shipment will not alter the existing agreement(s); new or updated tenders will be applicable to future shipments that have not yet been accepted by the carrier. If a TSP believes the tender applied to a shipment is somehow in error, they may follow the Dispute Resolution procedures in this publication and contact the applicable agency for assistance. TSPs will utilize their own commercial BLs for surface shipments when authorized (e.g. when transportation systems are inoperable, during holidays and/or weekends, or when there is no access to transportation

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personnel) upon approval of TO/shipper/consignor. For all commercial air shipments, the shipper's Service/Agency Leads provides guidance on how to produce a manual BL when shipper systems are down (package express shipments are excluded). Shippers should be advised that additional carrier or Government required paperwork (e.g. U.S. export documentation) might be required to accompany the international/domestic shipment. Shippers furnishing supporting documents, contract data, or other information to TSPs are responsible for their accuracy.

4. Safety.
  - a. Interstate TSP must maintain a satisfactory safety rating with the Federal Motor Carrier Safety Administration (FMCSA). Intrastate TSPs must maintain a satisfactory safety rating with applicable state agency. Unannounced safety inspections of TSP facilities, terminals, equipment, employees, TSP records and procedures shall be conducted by DoD civilian, military personnel, and/or DoD contract employees. In transit, surveillance and inspection of vehicles and drivers shall be conducted in coordination with local police or other authorities. TSP shall not disclose any information to unauthorized persons concerning the nature, kind, quantity, destination, consignee, or routing of any protected commodities tendered to them. When requested, proof of compliance with Title 49 of the Code of Federal Regulations (49 CFR), Parts 40 and 382 through 396 shall be provided by TSP.
  - b. TSPs must implement and certify that they have in place company-wide safety management programs that comply with applicable federal, state and local statutes or requirements. Safety programs shall be subject to review and evaluation by DoD representatives.
  - c. 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.
5. Cargo shall be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss shall be the responsibility of the TSP and shall be settled promptly (see Section A, VII, Claims). 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 TSP within 24-hours to the consignor and consignee, and as designated in Section A, IX, Table 1 and 2. Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT shall be provided to SDDC upon request.
6. TSPs may not post DoD loads on broker or load boards unless they are registered with the DoD as a broker, logistics company or a freight forwarder. Double Brokering of any DoD freight is not permitted. TSPs may not solicit drivers with a price for specific loads through broker or load boards unless they have already been awarded that freight by a DoD shipper.

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7. 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).
8. 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](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil) within 2 government business days of the TSP receiving notification of the suspension or debarment.

### **2. *These requirements apply to surface TSPs.***

1. Valid operating certificates and insurance for the scope of operations shall be maintained by the TSP.
2. TSPs who are looking to provide TPS must be registered and approved as an asset based carrier.
3. Performance Bonds.
  - a. TSPs are required to submit a performance bond. The performance bond secures performance and fulfillment of TSP obligations to deliver DoD freight. It will cover any instance where a TSP cannot or will not deliver DoD freight tendered to them. This includes default, abandoned shipments, and bankruptcy by the TSP. The bond will not be utilized for operational problems such as late pickup or delivery, excessive transit times, refusals, no shows, improper/inadequate equipment,

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payment of subcontractors, or claims for lost or damaged cargo. Trust funds and letters of credit are not accepted in lieu of the bond.

- b.** Motor common, broker, freight forwarders, logistic management companies, and contract carriers are required to provide a \$100,000 performance bond. Bulk fuel carriers are required to provide a \$25,000 performance bond.
  - c.** TSPs registered with the Small Business Administration (SBA), <http://www.sba.gov>, may select up to three states with a performance bond of \$25,000, up to 10 states with a performance bond of \$50,000 and 11 or more states for \$100,000. To utilize these bond amounts, TSPs must provide supporting documentation showing registration with the SBA.
  - d.** When registering, TSPs should select the states for movement in accordance with the appropriate bond amounts. Movements must begin and end in one of the selected states.
  - e.** TSPs that have conducted business in their own name with DoD for 3 or more years may request a Performance Bond in the amount of 2.5% of their total DoD revenue for the previous 12 months, not to exceed \$100,000 and not less than \$25,000.
  - f.** Local drayage, commercial zone, barge, rail, ocean, air and pipeline TSPs are exempt from the bond requirements.
  - g.** Performance bonds must remain active at all times; verification of bond must be provided upon SDDC request. Updates and renewals for surface modes must be forwarded to [usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil). A failure to maintain and provide renewal information on performance bonds will result in TSP disapproval.
- 4. Insurance.**
- a.** 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. 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>.
  - b.** 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>.
  - c.** Intrastate TSP shall be required to hold public liability insurance equal to interstate TSP. Proof of insurance shall be provided when requested by SDDC.
  - d.** Bulk Fuel TSP must maintain a minimum of \$5 million in public liability insurance and \$5 million in pollution liability insurance.
  - e.** Rail TSP shall not be required to list any insurance company with SDDC; however, the insurance underwriter must continuously have a policyholder's rating in the Best's Insurance Guide and be listed in the Fiscal Service Treasury Department

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Circular 570 (see <http://www.fms.treas.gov/c570/c570.html>). Rail TSPs shall provide sufficient self-insurance in order to comply with the Carmack Amendment liability standard for loss or damage to government property moving as government traffic.

- f.** Insurance information shall be updated regularly by TSP through DOT’s Licensing and Insurance website at <http://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm>. Any change or modification of a TSP’s insurance information shall be promptly reported to SDDC, [usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil).
- g.** Proof of minimum cargo insurance of \$150,000 for loss and damage of government freight per vehicle and/or \$20,000 per vehicle transported (e.g., automobile transporters or vehicles in drive away service) must be maintained. Perishable goods TSP will maintain, as a minimum, cargo insurance in the amount of \$80,000, and bulk motor petroleum TSPs will maintain \$25,000. When registering, TSPs must have their insurance company submit their certificate of cargo insurance to [usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil). Cargo insurance must remain active at all times. Yearly updates to cargo insurance must be provided. Failure to provide updated information or retain active cargo insurance will result in TSP disapproval. Rail TSPs that meet the self-insurance requirements as stated in 49 CFR will not be required to list any insurance company with SDDC.
- h.** A valid Bodily Injury and Property Damage (BIPD) and cargo insurance policy shall be maintained by the TSP at all times while a tender is in effect and must cover all equipment used to transport DoD freight. Insurance policies will include a provision that states insurers will notify SDDC prior to any service changes (i.e., renewals, cancellations) at least 30 days prior to expiration of insurance.

### ***3. These requirements apply to air TSPs.***

- 1.** 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.
- 2.** The following items must be completed to be considered for approval.

<b>Item</b>	<b>Item Description</b>
1	Establish a Standard Carrier Alpha Code (SCAC)
2	Begin FCRP SCAC Registration Process
3	Establish Connectivity to U.S. Bank (Syncada) for Invoicing
4	Establish Connectivity to the Global Exchange Service (GEX)

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5	Submission of Compliance Acknowledgement Letter to USTRANSCOM
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**3. Instructions for completing Item 1.**

- a.** CRAF carriers must go to SCAC Online (<https://scaonline.nmfta.org/>) to either register a new SCAC or ensure a current SCAC is active.
- b.** The SCAC must belong to the CRAF carrier. If the CRAF carrier wants to add a freight forwarder as a partner, the name of the freight forwarder must appear in SCAC online.
  - i.** Freight forwarder's name must follow CRAF carrier name and be in parenthesis. CRAF carriers are limited to one (1) freight forwarder for each registered SCAC in the CRAF partnership for this agreement.
    - (1) To include additional freight forwarders as partners, a new SCAC must be registered.
    - (2) The CRAF carrier and freight forwarder can subcontract to other carriers.

**4. Instructions for completing Item 2.**

- a.** CRAF carriers must initiate registration of the new SCAC via GFM, which is located at the URL <https://gfm.transport.mil/ccp/registration>.
- b.** All mandatory entries must be provided. Any questions should be directed to USTRANSCOM J4-LC at [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
- c.** The information provided for contact information must be for the CRAF carrier and if a partner is utilized, their information goes in the agent/freight forwarder information.
- d.** If the CRAF carrier intends to submit rates for the movement of hazardous materials, the carrier must have a DOT certificate that is current and visible in <https://portal.phmsa.dot.gov/HazmatRegistrationSearch/>. USTRANSCOM must add the certificate information to the SCAC record so the carrier must provide a copy of the certificate to USTRANSCOM J4-LC at [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
- e.** For CRAF carriers who would like to provide transportation protective service (TPS), they must indicate so in FCRP and must contact USTRANSCOM J4-LC after submitting SCAC to further discuss TPS requirements.

**5. Instructions for completing Item 3.**

- a.** CRAF carriers must be capable of invoicing via Syncada, which is an automated on-line payment processing and transaction tracking system that supports logistical transactions and is utilized by U.S. Government shippers.
- b.** Contact U.S. Bank at <https://portal.syncada.com/USBank/ContactUs.aspx> to



**C. BROKERS/FREIGHT FORWARDERS/LOGISTICS COMPANIES**

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

1. Brokers, freight forwarders and logistics companies will maintain a current electronic listing of all subcontracted TSPs who may be used to transport DoD freight. Listings shall be maintained at the corporate office and available to send via email upon SDDC request and viewed by SDDC personnel only.
2. Brokers, freight forwarders, or logistics companies who submit tenders and receive awards of government traffic agree to assume full liability for a shipment under the Carmack Amendment, unless the terms and conditions of the BL establish that a SDDC released valuation rate applies to that shipment. Brokers, freight forwarders, or logistics companies must also comply with all applicable provisions of 49 United States Code and 49 Code of Federal Regulations, including 49 CFR 371 and 387. Brokers shall be required to fully comply with all other requirements that are required of other TSPs under the circumstances applicable to each shipment.
3. 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.
4. Brokers, freight forwarders, or logistics companies who exercise their option to subcontract transportation services to another TSP are advised that the government lack privities of contract with any subcontracted TSPs acting on behalf of its principal. Therefore, the government is not liable contractually to any subcontracted TSPs as a matter of law. Brokers, freight forwarders, or logistics companies will ensure that subcontracted TSPs shall not hold DoD freight “hostage” due to failure, inability or refusal of the broker, freight forwarder, or logistics company as a principal to pay sums lawfully owed to their subcontracted TSP(s). Brokers, freight forwarders, or logistics companies are responsible to pay directly any charges or sum certain amounts lawfully owed to their subcontracted TSPs. In no event shall the broker, freight forwarder, or logistics company or any subcontracted TSPs be permitted to exercise any state law lien on government property. Brokers, freight forwarders, or logistics companies shall be held responsible for any consequential damages incurred by the government resulting from a hostage freight situation that results from the failure of a broker, freight forwarder, or logistics company to pay its subcontracted TSP promptly.
5. Brokers, freight forwarders and logistics companies are not authorized to handle or accept any shipments moving with Constant Surveillance and Custody Service

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(CIS), Dual Driver Protective Service (DDP), Protective Security Service (PSS), Satellite Motor Surveillance Service (SNS), Trailer Tracking Service (DCS), and/or Signature and Tally Record Service (675). Handling and solicitation of DoD sensitive conventional AA&E, classified (SECRET and Confidential), sensitive and controlled cryptographic items, Class 1 Division 1.1 thru 1.6, sensitive munitions are also prohibited. Clearing documentation through customs may be permitted.

6. Brokers, freight forwarders, or logistics companies will carry minimum public liability insurance required under 49 CFR, Part 387.
7. Cargo shall be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss shall be the responsibility of the broker, freight forwarder, or logistics company and shall be settled promptly (see Section A, VII, Claims). 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. Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT shall be provided to SDDC upon request.
8. The status of any shipment tendered to a broker, freight forwarder, or logistics company shall be provided within 24 hours upon SDDC's request to the broker, freight forwarder or logistics company's designated POC.

### **D. REQUIREMENTS FOR PROVIDING TRANSPORTATION PROTECTIVE SERVICES (TPS)**

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

1. Only DoD approved TSP shall be permitted to transport TPS shipments. TSP who have not received prior approval by SDDC for surface and USTRANSCOM for air TSPs are not authorized to accept delivery of, or otherwise transport TPS cargo.
2. TSP shall demonstrate capability of complying with federal, state, municipal and other local laws and regulations governing safe transportation of AA&E to include 49 CFR, Parts 40, 172, 177 and 382 through 397. Provisions for exempt intra-city operations as defined in 49 CFR will not apply to transportation of AA&E. Compliance is subject to review and evaluation by DoD representatives.
3. Insurance Requirement:
  - a. Prior to receiving authorization to transport any quantity of Division 1.1, 1.2, or 1.3 material, as defined in 49 CFR 173.50, any quantity of Division 2.3, Hazard Zone A, defined in 49 CFR 173.115, Division 6.1, Packing Group I, Hazard Zone A material, defined in 49 CFR 173.132; or highway route controlled quantities of Class 7 material defined in 49 CFR 173.403, TSP must have \$5 million in public liability insurance. TSP will provide information on their insurance provider to



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- a. A consistent and systematic framework for evaluating a commercial motor carrier’s capability to safely transport DoD shipments of Ammunition and Explosives (AE). SDDC will use the MSEP to conduct evaluations to determine the carrier’s compliance with the Department of Transportation’s (DOT) Federal Motor Carrier Safety Regulations (FMCSR) and Hazardous Materials Regulations (HMR), in addition to DoD requirements found in the MFTURP-1.
  - b. 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).
8. Motor Carrier Accident, Incident Investigation Reports.
  - a. Upon request from the SDDC Safety Office, TSPs shall provide official police reports, toxicology reports, and detailed investigation reports conducted by the TSP. Detailed information (photos, descriptions etc.), police reports, and toxicology reports shall be provided as soon as possible. Final TSP investigation (written) reports shall be provided within 30 days of the accident/incident occurrence, shall identify root cause(s) and shall identify corrective actions to prevent recurrence where applicable.

### **E. TRANSPORTATION SERVICE PROVIDER LEASING**

*This item describes TSP requirements regarding the leasing of vehicles to transport DoD freight. This section applies only to those with motor TSP authority.*

1. Lease requirements will be in accordance with 49 CFR Part 376.
2. A copy of the appropriate lease agreement must be with the vehicle and available for inspection. Shipper may reject vehicle without stated documentation.
3. Identification/markings of vehicles will be in accordance with 49 CFR part 390.
  - a. The markings must include the carriers name and DOT number, and the marking must be easily visible from 50 feet away. The owner-operator’s name can be on the vehicle along with carrier’s name. However, if there are multiple names on the vehicle, the carrier’s name must be presented by the words “Operated by”.
  - b. Minimum requirement for identification/markings is a “magnetic sign” or stenciling for non-TPS shipments. Minimum requirement for identification/markings for TPS shipments is stenciling of the items described in

- 3.a. above. Use of taped and/or glued paper/cardboard on truck doors is prohibited.
4. Rentals and short-term leases for single loads are permitted.

## **F. REMEDIES FOR NON-COMPLIANCE**

1. TSP, their agent's, subcontractor or employee's failure to comply with any of the applicable terms and conditions may be a basis for taking administrative or judicial action against the TSP. The following is not an all-inclusive list of possible actions:
  - a. Placement in disapproved status.
  - b. Placement in nonuse status.
  - c. Government-wide debarment or suspension.
  - d. Criminal or civil proceedings by the Department of Justice.

## **III. CONDUCTING BUSINESS WITH DEPARTMENT OF DEFENSE**

### **A. THIRD PARTY PAYMENT SYSTEM (TPPS)**

1. As a requirement to conduct business with DoD, a TSP shall be Third Party Payment System (TPPS) capable (air carriers see Section F). If otherwise qualified, TSPs not TPPS certified will not be eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and payment system.
2. The currently authorized TPPS is Syncada, a service of US Bank. TSP should contact US Bank at 612-973-6597 or 1-800-417-1844 or on the web at <https://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.
3. Prior to submitting an invoice or linked e-bill, the TSP must have proof of delivery by obtaining, at a minimum, a copy of the BL (a signed BL by the destination government representative). If they only have a verbal confirmation from the driver, then the TSP can call the destination to verify delivery occurred and the cargo was delivered in good condition as proof of delivery. Alternate proof of delivery needs to clearly identify the government representative who received the shipment with contact information. Delivery date entered into the currently authorized and only TPPS/electronic payment system, US Bank Syncada, must be the actual date property was delivered to consignee, and the TSP will invoice based on this date, not the contracted delivery date.

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

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

**Electronic Instructions for Surface TSPs (For air TSPs see Section F, Part III):**

1. The TSP shall be capable of Electronic Commerce/Electronic Data Interchange (EDI) and shall agree to the terms of the EDI Trading Partner Agreement (TPA) for Defense Transportation. The main purpose of the TPA is to clarify the terms of the agreement, and to Identify: SCAC, Carrier and SDDC points of contact, transaction sets to be exchanged, and the necessary electronic headers and delimiters. Please contact the SDDC G6 Information Management Office at [usarmy.scott.sddc.mbx.g6-edi-support@army.mil](mailto:usarmy.scott.sddc.mbx.g6-edi-support@army.mil) for obtaining and completing the current model TPA, and for assistance in testing EDI transactions to ensure success.
2. EDI is the computer-to-computer exchange of business data in machine-readable language using strictly defined public standards.
3. An EDI Implementation Convention (IC) defines the rules for filling in or "populating" an EDI transaction. Following the agreed upon convention, or version of the standard ensures that EDI partners will encounter fewer data quality problems during development and maintenance of their EDI systems.
4. American National Standards Institute (ANSI) charters the Accredited Standards Committee (ASC) X12, or ANSI ASC X12, to develop uniform standards for inter-industry electronic interchange of business transactions or EDI.
5. ANSI ASC X12 develops, maintains, interprets, publishes and promotes the proper use of American National and the United Nations/Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT) Standards. The ANSI ASC X12 body meets periodically to develop and maintain EDI standards. Its main objective is to develop standards to facilitate electronic interchange relating to business transactions. ANSI ASC X12 standards facilitate transactions by establishing a common, uniform business language for computers to communicate. With more than 275 transaction sets, ANSI ASC X12 standards can be used to electronically conduct nearly every facet of business-to-business operations.
6. EDI status records are generated and populated from the ANSI ASC 214A transactions. Transactions are sent to the government value added network where they

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are mapped and forwarded to IGC.

7. Global Exchange Service (GEX) is an EDI-based Defense Information Systems Agency (DISA) system which provides EDI messages to United States Transportation Command (USTRANSCOM) and other Department of Defense (DoD) agencies.
8. To get the latest version of the DoD 214A Implementation Convention, visit the Defense Transportation Electronic Business (DTEB) website at <https://www.ustranscom.mil/cmd/associated/dteb>. For information on how to establish an interface with the GEX, contact the GEX at (614) 692-5344 or by email at [Cols-EDI@csd.disa.mil](mailto:Cols-EDI@csd.disa.mil) Monday through Friday, between 8 am and 5 pm Eastern Time; afterhours, or during weekends or holidays, the GEX can be reached at 1-866-618-5988 or by email at [gex\\_admin@csd.disa.mil](mailto:gex_admin@csd.disa.mil).
9. All 214A records will require the Bill of Lading (BL) shipment identification (ID) number to complete the link between IGC and GFM.
10. All 214A records will require the following reference number information (in multiple loops) to identify rail car or motor transportation shipments.
  - a. Waybill, BL or TCN (if available). Provide this in the B1002 element. When TCNs or BLs cannot be provided by the shipper activity, the B1002 will contain "NONE" to indicate non-availability.
  - b. Contract number (optional – use if provided). Provide this in the L1101 element in an L11 segment with a contract number (CT qualifier in the L1102 element).
  - c. SCAC. Provide this in the B1003 element.
  - d. Billed shipment weight. Provide this in the AT803 element with a “B” qualifier in the AT801. Also provide the unit of measure in the AT802 (L for pounds, K for Kilograms).
11. The following are the minimum events to be sent for each shipment (AT701 of the 214A EDI message):
  - a. AF – Carrier Departed Pick-Up Location With Shipment (mandatory)
  - b. X4 – Arrived At Terminal Location (if it occurs)
  - c. P1 – Departed Terminal Location (if it occurs)
  - d. K1 – Arrived At Customs (if it occurs)
  - e. X1 – Arrived At Delivery Location (mandatory)
  - f. D1 – Completed Unloading At Delivery Location (mandatory)
12. The TSP shall accomplish status reporting within four (4) hours of an event, or the same amount of time provided to their commercial customers, whichever is sooner.
13. TSP will ensure at all times any leg of a shipment involving carriage of goods by a motor or rail TSP shall be moved under the proper and lawful operating authority as required by applicable sections set forth in 49 U.S. Code (U.S.C.).

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

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

1. Negotiation:
  - a. TSPs are provided terms and conditions for a movement via a written solicitation. A verbal negotiation may be used in an emergency but must be converted to written form within three (3) business days.
  - b. When terms and conditions for a shipment are negotiated, the non-alternation of rates concerning that specific shipment shall take precedence over any alternation provision contained within this publication. Even with regards to negotiated One-Time-Only (OTO) shipments that share the same points of origin and destination, commodities or tender dates that may overlap. Negotiated OTOs are completed to meet specific requirements and are not to be alternated.
  - c. Negotiations may only be conducted when at least one of the following criteria is met:
    - i. No voluntary tenders exist on file to satisfy specific requirements of a shipment.
    - ii. Movement occurred without applicable tender on file with SDDC and USTRANSCOM.
    - iii. Voluntary tenders are insufficient to satisfy requirements.
    - iv. The entire movements exceeds 25 truck/carloads.
    - v. The shipment is for over dimensional or overweight freight (to include AA&E shipments).
    - vi. When a service is required for a movement that is not identified in this publication or covered by the TSPs tender (rates published in TSPs tariffs and/or other TSP publications will not apply).
  - d. Any TSP that submits a bid for a negotiated move is assumed to be ready, willing and able to perform the services as stated in the solicitation. If TSP fails to provide any of the services, whole or in part, stated in the solicitation, they may be subject to immediate non-use for a period of up to 90 days. A subsequent occurrence of failure to provide services stated in the negotiation within a 6- month timeframe may be grounds to place the TSP in a nation-wide non-use status for up to 90 days.
  - e. 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.
    - i. No additional fuel related surcharge adjustments will be available on the BL.



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accessing the web page. Instructions for obtaining a user ID and password are also included in the training plan. For more information, contact [usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil](mailto:usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil).

- e. When a TSP bids on a Spot Bid on the Web shipments IAW the Spot Bid terms 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.
  - i. No additional fuel related surcharge adjustments will be available on the BL.
  - ii. 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.
  - iii. During/after pick-up: charges for additional requirements shall be consistent with TSPs lowest rate on file for equivalent service. If TSP has no rate on file for equivalent service Contact SDDC, G3, Domestic Freight Services for assistance at 618-220-5914 or via e-mail at [usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil). For air modes K, L, or M, contact USTRANSCOM Commercial Services at COMM (618) 817-5773, DSN 817-5773, email: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
- f. Driveaway and Driveaway/Towaway shipments can be offered under Spot Bid.
- g. Shipments shall be available to approved TSPs (with logins) for bidding and will remain on the Open Bid list through the bid close date/time. Time to submit bids will remain open for a minimum of four hours. TSP may not change a bid once it has been submitted; however, TSP are permitted to cancel a previous bid and resubmit another bid. TSP are prohibited from submitting a bid on a closed shipment. Connectivity problems, system problems, or other Internet and Local Area Network (LAN) issues will not be considered an acceptable reason for late bid submissions after a solicitation has closed. A TSP shall be notified of shipment award after the solicitation has closed.
- h. In the event that a specific shipment is canceled, an approved TSP with login capabilities will have the ability to view the canceled shipment list for informational purposes only.
- i. In the event a carrier is awarded freight from a spot bid, but does not bid on the spot bid awarded using the SCAC listed on the Commercial Bill of Lading (CBL), shipment will be rated with carrier's voluntary tender. Carrier will be due the normal freight charges based on their voluntary tender plus cost of permits. Permits must be one-way, issued for the shipment in question.
- j. 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.

- k. For domestic and international air spot bids, please contact [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

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

1. Tender rates/charges (regardless of rate qualifier) that apply between same points of origin and destination will alternate to produce the lowest charge to DoD.
2. Rates that pertain to a specific commodity, to include DPM commodities 100251, will not alternate with Freight All Kinds (FAK) rates.
3. Alternation of rates does not apply between Mode T– Towaway and Mode B – Motor tenders.

**E. TRANSPORTATION FACILITIES GUIDE (TFG)**

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.
4. When delivering or loading cargo on a DoD 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 U.S. Government office. U.S. Government holidays affected by this policy:

- a. New Year's Day
- b. Martin Luther King Jr. Day
- c. President's Day
- d. Memorial Day

- e. Juneteenth
  - f. July 4th
  - g. Labor Day
  - h. Indigenous Peoples' Day
  - i. Veterans' Day
  - j. Thanksgiving Day
  - k. Christmas Day
5. See Section F for guidance on international holidays.

## **F. BANKRUPTCY POLICY**

1. 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](mailto:usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil) or for air email USTRANSCOM at: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto: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 BL at issue.

## **IV. DoD STANDARD TENDER OF FREIGHT SERVICE**

### **A. GENERAL TENDER OF SERVICE INFORMATION**

1. This paragraph governs use and application of the DoD Standard Tender of Freight Service, HQ SDDC 364-R (Appendix I). This format shall be used by all TSPs to submit tenders to compete for non-FAR, or by exception some FAR-Based contracted, DoD transportation requirements.
2. All tenders are filed via the Tender Entry on the Web (TEOW) module, except when explicitly exempted by this publication, accessed through the Transportation Enterprise Access Management System (TEAMS), GFM system.
- a. Refer to the TEOW User Manual at <https://gfm.transport.mil/teowform/teow.pdf> for instructions on how to use the application. Training is provided through webinars and can be requested via the Systems Response Center at 800-462-2176,

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Option 3 for GFM, or by sending an e-mail to [usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil](mailto:usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil). If unable to electronically file tenders, the TSP should contact the GFM Help desk at 800-462-2176 or send email to [usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil](mailto:usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil).

3. 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.
  - a. Negotiated tenders are entered by TSPs only after shipment award by ITO.
  - b. For all negotiated air tenders, USTRANSCOM will facilitate the ITO requirements with air carriers to ensure fair opportunity is afforded.
4. The Standard Tender format shall be used for TSPs that wish to file certain Less-Than- Truckload (LTL) and Truckload (TL) Class 100 rates. The baseline Class 100 rates and minimum charges contained in this publication shall serve as a basis for TSPs actual rates and charges for DoD shipments in intrastate commerce, and shipments from to and between those points in the CONUS, Alaska and/or Canada specified in the individual TSP tenders. Class 100 Rates may only be used in connection with Rate Qualified “PQ”, in the DoD tender.
5. Shipments excluded from the Standard Tender format are courier; package express Mode R; Driveaway, Driveaway/Towaway, unaccompanied baggage to or from Alaska; and privately-owned mobile homes or vehicles.
6. Exempt from filing electronic tenders in TEOW: Surface mode (O) Water is currently unsupported in TEOW/GFM. TSPs registered in this mode may submit tenders using the Uniform Tenders of Rates and/or Charges For Transportation Services, Optional Form (OF) 280 (Appendix I) or manual HQ SDDC Form 364-R. Additionally, certain HQ SDDC negotiated solicitations may direct submission of a manual HQ SDDC Form 364-R when awarded freight by an ITO. In either of the above instances email a copy of the applicable tender to HQ SDDC, Special Requirements Branch at [usarmy.scott.sddc.mbx.negotiations-team@army.mil](mailto:usarmy.scott.sddc.mbx.negotiations-team@army.mil).
7. The Standard Tender format shall be used for DoD, DoD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS, Canada, Alaska and Mexico. Only the intrastate tender format is valid for Hawaii and Puerto Rico. By exception, the Standard Tender format for domestic air shipments shall be used for DoD, DoD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS only.
8. TSP tender must match FCRP authority (i.e. if authority in FCRP is Motor, only mode (B) Motor tenders may be entered).
9. TSP will ensure that all allotted spaces in each of the character fields in the HQ SDDC 364-R tender or Optional Form (OF) 280 are filled in properly.
10. Any tender that omits any required data containing special annotations or exceptions shall be considered inapplicable and have no effect to any contract for carriage. Tenders inadvertently accepted and distributed by SDDC which are subsequently

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determined to not meet or comply with the DoD tender filing instructions, or the applicable rules and/or rate publication, shall be subject to immediate removal. The issuing TSP shall be advised when tenders are removed under these circumstances.

- 11.** The GFM System will assign to each accepted tender a distribution date and a distribution number.
- 12.** Negotiated air tender(s) will be approved in rare and unique, case-by-case basis. USTRANSCOM, Commercial Service Branch, TCJ-LC is the approval authority for negotiated air tender(s). Air carrier registrations are handled by US TRANSCOM, TCJ4-LC, Commercial Services Branch.
- 13.** Inquiries concerning the application of the Standard Tender format (except those set forth above) should be directed to SDDC via telephone at (800) 526-1465.
- 14.** Publications (and any reissues) listed below shall be considered part of this publication, but shall not be specifically listed in Section B of the tender. Any potential conflict between the terms of the publications listed below and this publication shall be resolved in favor of the express terms in this publication.
  - a.** National Motor Freight Classification (NMFC), Tariff Surface Transportation Board (STB) National Motor Freight (NMF) 100 series published by the National Motor Freight Traffic Association, Inc., Agent, 1001 North Fairfax Street, Suite 600, Alexandria, VA 22314; [www.nmfta.org](http://www.nmfta.org); (703) 838-1810 (commodity item numbers, descriptions, packing and packaging only).
  - b.** Defense Table of Distance (DTOD), official mileage guide for DoD, <https://dtod.transport.mil/>.
  - c.** ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American Trucking Associations, Agent.
  - d.** Continental Directory of Standard Point Location Codes (SPLC) NMF 102-Series, published by the National Motor Freight Traffic Association, Inc., Agent.
  - e.** Directory of Standard Carrier Alpha Codes (SCAC), STB NMF 101-Series, published by the National Motor Freight Traffic Associations, Inc., Agent.
  - f.** Closed Circuit Television (CCTV) Guidelines: Field Manual 3-19.30, Physical Security, Chapter 6, January 2001, published by US Army Publications Distribution Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-2893.
  - g.** Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C.
  - h.** International Civil Aviation Organization Technical Instructions (ICAO).
  - i.** International Air Transport Association (IATA).
  - j.** Transportation Security Administration Security and Safety Regulations and Guidelines.
- 15.** SDDC will apply the mileage computed by the DTOD system for cost evaluation and

## SECTION A – TRANSPORTATION SERVICE PROVIDER GENERAL RULES

TSP selection. See Section B, Item 87, for guidance on hazardous miles. See Section B, Item 119, for guidance regarding practical mileage. Also, see Section B, Part I, for guidance regarding short-line mileage. Mileage will not be applied when processing air shipments.

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

1. The SDDC Form 364-R tender can be broken down into five (5) main parts: the administrative sections (Sections A-C); the rates sections (Sections D, E & G-I); The Accessorial Section (Section F); The Non Standard Rates Section (Section J); and appendixes (Appendix A and B). See paragraph C, “Completing the DoD Standard Tender of Freight Service”, below to determine proper application of rate sections and rate tables for specific tender rate applications. (The paper form is used by exception only):
  - a. ADMINISTRATIVE TENDER SECTIONS A-C
    - i. SECTION A – CARRIER INFORMATION
    - ii. SECTION B – GENERAL TERMS AND CONDITIONS
    - iii. SECTION C – CARRIER’S OFFER AND INSTRUCTIONS
  - b. TENDER RATE SECTIONS D, E & G THROUGH I
    - i. SECTION D – POINT-TO-POINT RATES
    - ii. SECTION E – TERRITORIAL RATES
      - (1) SECTION E – TABLES A-F
        - (a.) SECTION E-1 – STATE-TO-STATE RATE MATRIX
        - (b.) SECTION G – POINT-TO-POINT AIR RATES
        - (c.) SECTION H – TERRITORIAL AIR RATES
        - (d.) SECTION I – CONUS TO CONUS SMALL PACKAGE AIR RATES
      - (2) ACCESSORIAL RATES SECTION F
        - (a.) SECTION F-1 – SECURITY ACCESSORIAL SERVICES
        - (b.) SECTION F-2 – STANDARD ACCESSORIAL SERVICES
  - c. NON STANDARD RATES SECTION J
    - i. SECTION J – NON STANDARD RATES (Reserved for HQ SDDC negotiated tenders only)
  - d. APPENDIX A AND B
    - i. APPENDIX A – RAIL ROUTES

ii. APPENDIX B – TELEPHONE NUMBERS, TENDER CANCELLATIONS AND COMMODITIES

**C. COMPLETING THE DoD STANDARD TENDER OF FREIGHT SERVICE**

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

1. General Information - Administrative Tender Sections A-C:
  - a. TSP desired lane and rate type service, plus FCRP authorized mode will determine what Sections and/or Tables of the 364-R are required to be completed. TSPs are cautioned not to file duplicate freight service tenders for the same rate channels, i.e., similar origins, destinations, commodities, equipment codes, etc., in more than one tender.
  - b. This publication shall be considered the governing publication in Section B of the tender. No other publication for application of rates and charges, unless otherwise noted in this publication, will apply. Inclusion of an inapplicable publication in Section B of the tender shall be deemed non-compliant, and shall be rejected.
2. Section A - Transportation Service Provider Information
  - a. Issuing Carrier: Enter the name, SCAC and complete home office street address of the carrier issuing the tender of service.
  - b. Telephone: Enter telephone number(s) available to arrange movements under this tender. TSP may submit up to 20 telephone numbers. Numbers for arranging moves are to be manned during the hours of 9:00 a.m. to 5:00 p.m. local time Monday through Friday. Appendix A will show the city and state where the telephone number is located if it is not a toll free number. Toll free numbers will indicate if any locations are restricted against their use. Appendix B may also be used to list various information as provided elsewhere in these instructions.
  - c. Mode - Enter the single character code from the following list that describes the mode of service offered by the tender.
    - i. TSP must provide a unique SCAC applicable to their DOT authority and commensurate with their FCRP registration when selecting mode of tender. For example, if a TSP offers to provide indirect air and motor service, then they will need at least two SCACs: one for the air and a different SCAC for the indirect motor. If a TSP will only provide motor service under their carrier authority and property freight forwarder authority, then they will also need two SCACs: one for the motor carrier service offered and another SCAC for freight forwarder services offered.

**Figure IV-1, MODES**

Bus	A	Water	O
Truck	B	Shipper Association	P
Pipeline	D	Shipper Agent	Q
Rail	E	Package Express	R
Rail TOFC/COFC Door-to-Door	F*	Driveaway Service	S
Rail TOFC/COFC Plan 3	G	Towaway Service	T
Rail TOFC/COFC Plan 4	H*	Driveaway/Towaway Service	U
*Air Freight	K*	Water/Pipeline Intermodal Movements	V
*Air Freight Forwarder	L	Shipper Agent (Truck/Rail/Truck)	W
*Air Taxi	M	Shipper Agent (Truck)	X
Surface Freight Forwarder	N		

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

**d. Tender Number - Enter the tender number assigned by the TSP**

- i.** The six-position space allowed for tender numbers must be completely filled in. Alphabetical prefixes, suffixes, and hyphens are not permitted. For example, if a TSP assigns number One to its tender, it would be shown as 000001. If a supplement is being filed, use the two-character field provided to identify the supplement. For example, Supplement No. 1 would be shown as 01.
- ii.** Recommend tender and supplement numbers be consecutively numbered.
- iii.** Tender number 004000 (is reserved).
- iv.** Negotiated tenders must be numbered in the 500,000-series (500,000 through 599,999, inclusive).

**e. Supplements:**

- i.** Only one supplement to a specific tender may be in effect at any one time.
- ii.** For voluntary tenders, a supplement can only be used to change Section A (TSP Information). However, the SCAC (Item 1), Mode (Item 2), Application (Item 11), Commodity Classification (Item 14), and parts included in the tender (Item 16) may not be changed. Each time a new supplement is issued, all unchanged Section A data must be brought forward. Section A data not brought forward in the next consecutively numbered supplement to a specific tender will automatically be cancelled. In addition to Section A, Section B (General Terms and Conditions), and Section C (TSP's Offer and Instructions) of the tender supplement shall be completed.
- iii.** When a change in SCAC code occurs, cancellation supplements must be issued to each tender filed under the old SCAC and new tenders must be issued under the new SCAC.
- iv.** When changing other than Section A, B, or C information, it is recommended that the new tender number be consecutive, cancelling the tender being

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replaced. Data not brought forward in the new tender will automatically be cancelled.

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

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

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

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

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

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

**i. Effective Date -** Enter the effective date of the tender in the format requested.

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

**ii.** When the TSP’s intent is to increase rates or charges, or cancels a service in that tender, the effective date must be at least one (1) day after the issue date.

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

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

**j. Expiration Date -** Enter the expiration date in the format requested.

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

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

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- k.** Application (not applicable on modes K, L or M) – Specifies whether the tender applies to interstate or intrastate traffic. Interstate tenders will not contain any intrastate rates. If the tender applies to intrastate shipments, insert the U.S. Postal Service Standard State Abbreviation in the space provided. Intrastate tenders will not contain any interstate rates. Only one state per intrastate tender is permitted.
- l.** Operating Authority - Motor TSP must list their appropriate DOT operating authority numbers or appropriate intrastate operating authority numbers. If the service offered is exempt, enter the word “EXEMPT.” This item shall not apply to rail TSP. The TSP’s must have a valid SCAC for each mode of service offered. In other words, TSP assigned a surface freight forwarder SCAC may not use that same SCAC to submit a tender for air freight forwarder service. At all times, TSP shall ensure that any shipment moved, or any portion thereof, is transported pursuant to proper and lawful operating authority required pursuant to 49 United States Code, federal regulations, or other applicable authority.
- m.** Equipment - (not applicable on modes K, L or M) Indicate the code for the type(s) of equipment to be used on a specific tender (see Appendix A). Up to 16 equipment codes may be shown on a tender. Trailer-On Flatcar (TOFC)/Container on Flatcar (COFC) TSPs will indicate the motor equipment provided. No rail equipment codes shall be entered on the tender.
- n.** Commodities:
  - i.** Select the applicable classification of commodity codes being used in the tender
    - (1) National Motor Freight Classification (NMFC)
    - (2) Uniform Freight Classification (UFC)
    - (3) Department of Defense Unique Codes (DoDUC)
    - (4) Standard Transportation Commodity Codes (STCC)
  - ii.** Enter up to 16 commodities.
  - iii.** A Uniform Freight Classification (UFC) shall be utilized only if a STCC is not available. National Motor Freight Classification (NMFC) shall be utilized for motor shipments. Only one type classification tariff may be used on any single tender. DoDUC, however, may be used in conjunction with commodities shown in either the STCC, NMFC or UFC.
  - iv.** List the classification numbers of all commodities to be moved under this tender unless, as explained below, a DoD unique code has been assigned to the commodity. When applicable, the STCC/NMFC/DoD Unique item sub number contributing to the specific description shall be shown. TOFC/COFC TSP will enter Rail STCC/DoD Unique commodity number(s)/code(s) covering material to be transported. No exception to the commodity description published in the classification shall be accepted.
  - v.** TSP may identify commodities individually by DoD Unique, NMFC, or STCC (e.g. Aircraft Group: NMFC item 011760 or STCC item 3729990). If a TSP

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elects to use a group heading, it will apply to all commodities listed under that group heading, with no exceptions. If a TSP wishes to limit the application to one or more individual commodities listed under a group heading, only the DoD Unique code numbers(s), sub number(s), and descriptions(s) for those individual commodities shall be entered in item 14.

- vi.** Other than those commodities included in generic groups, such as FAK, groups of commodities will not be accepted. Those commodities must be listed individually (STCCs do not have group codes).
- vii.** Freight All Kinds (FAK) consists of those commodities that TSPs offer to transport at one inclusive rate or charge regardless of their classification rating in the NMFC, STCC or UFC, or differing transportation characteristics. These commodities are described in this publication. TSP filing FAK rates may not restrict the application of such rates by imposing any further commodity, density, or classification exclusions. The identification of one FAK commodity code in a tender precludes the listing of any other FAK commodity code in the same tender.
- viii.** Because of the unusual transportation needs of DoD material, DoD unique codes (see Appendix B) must be used in the Standard Tender of Freight Services to describe the commodities listed. Released values shown for these commodities have also been assigned by DoD and apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR, Part 173.50.
- ix.** Direct Procurement Method (DPM) shipments of crated household goods (HHG), personal effects and unaccompanied baggage must move under 100251. Because the DPM contractor's warehouse usually is not located at a military installation having responsibility for DPM shipment, origin must not be a military installation but should be either a City, State Section, or State.
- o.** Released Value Rate - The following applies to the assignment of released valuation (agreed level of liability assumed by the TSP in transporting a shipment in the event of loss or damage) when shipments are moved via tenders. Any conflict between this item and statements inserted by TSP in a DoD tender shall be resolved by giving precedence to this guidance.
  - i.** In cases where the shipment has a released value, in the event of loss and/or damage to a DoD shipment, amount recoverable shall be: (1) the applicable released value (when stated in dollars and cents per pound in the Released Value field of the tender) multiplied by the gross weight of the item; or (2) the declared value of the vehicle(s) and/or item when stated on the BL; or (3) the released value of the vehicle(s) identified in Tender section of this publication, but no more than the loss or damage actually sustained in each incident stated above.
  - ii.** No exceptions or changes may be made to released value assigned to DoD unique commodity codes or released value assigned to commodities in either

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

- iii. Except as otherwise provided in these instructions, tenders containing other than DoD unique commodity descriptions for which no released value is provided in the NMFC or STCC, shall be subject to full TSP liability, unless the filing TSP completes the released value field. If a TSP wishes to limit its liability by completing the released value field, in no event shall the amount be less than \$2.50 per pound, or \$1.00 per pound for air shipments.
- iv. For shipments containing crated HHG or personal effects commodity code 100251, TSP liability for lost and/or damaged cargo, see paragraph 1.c. of Transportation Service Provider Cargo Liability (LIE) (Section A, VI., Paragraph E.). When these commodities are identified, no entries shall be made in the released value field. Except for provisions described in this paragraph, commodities released in value may be published in the same tender with commodities not released in value.
- v. 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.
- vi. When using driveaway or towaway service, specific vehicles identified in the motor section of this publication will always be subject to a released value not exceeding \$20,000 for each vehicle in the shipment. When these commodities are identified, no entries shall be made in the released value field.
- p. Parts of Standard Tender Included – Enter an “X” in the appropriate spaces to indicate which sections (Section D, Section E, Section E-1, Section F, Section G, Section H, Section I, Section J, Section K, Appendix A) are included in the tender. In addition to the “X” in Section E space, TSPs will enter an “X” in the space provided if either Table E (Rate Matrix) or Table F (Dromedary Service Rate Matrix) is included in the tender. See paragraph C, 5, “General Information – Tender Rate Sections D, E, G Through I” for conflicting rate sections.

### 3. Section B - General Terms and Conditions

- a. Section B contains general terms and conditions which cannot be modified, deleted, or otherwise altered by the TSP. In “Governing Publications,” TSP tenders list this publication as the only governing publication. If a TSP lists another

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governing publication in the tender submission, then the tender is subject to removal as an improper tender.

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

4. Section C - Transportation Service Provider’s Offer and Instructions

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

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

1. General Information - Tender Rate Sections D, E & G Through I:

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

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

Rate Qualifier	Description	X12 Code	Section					Rate Quotation Left/Right (1)
			D	E-Table	E-1	G & H	I	
BB	Per Barrel	BR	X (2)(5)					\$/w, or \$/wf, or /wf
DH	Per CWT per Dromedary Shipment	HD	X (2)	B(2) & F(2)				\$/w
DL	Per Dromedary Service Shipment	DR	X	B & F				\$/w
DZ	Per CWT per Mile Per Dromedary Shipment (4)	DS		B(2) & F(2)(3)				w/f
LB	Per Pound	LB				X(9)		\$/w
PA	Per Container(10)	PA	X	E				\$/w
PC	Per Rail Car Used	VR	X	E				\$/w
PG	Per Gallon (4)	PG	X(2)	B(8) & E(2)				\$/wf
PH	Per CWT (8)	CW	X	B(2) & E(2)		X(9)		\$/w
PJ	Per Mile Per Vehicle Moved	MV		A & B(2)				\$/w
PL	Per Vehicle Used	VH	X	E				\$/w
PM	Per Mile Per Vehicle (Car) Used (8)	VU		A	X(6)			\$/w
PQ	Percent of Class Rates	AV		D				Whole %
PV	Per Vehicle Moved	VA	X(2)					\$/w
PY	Per Gallon Per Mile (4)	PY		B(2) & E(2)(3)				w/f
PZ	Per CWT Per Mile (4)(8)	HM		B & E(8)	X(6)			w/f

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ST	Per Short Ton	ST	X	C(2)				\$/w
PS	Per Shipment	PS	Section I Only			X(9)		\$/w
<ol style="list-style-type: none"> <li>1. <b>Left of Decimal/Right of Decimal:</b> \$ = dollars; w = whole cents (first two places to left or right of decimal dependent on Rate Qualifier); wf = whole cents (first two places to the right of decimal) &amp; fractions of a cent (next two places to the right of decimal); f = fraction of a cent (to four places to the right of decimal).</li> <li>2. <b>Rates/charges must regress from left to right as minimums (Pounds/Gallons/Quantities) increase.</b></li> <li>3. <b>Rates must regress as mileage blocks increase.</b></li> <li>4. <b>See Section E, Territorial Rates, paragraph 7.e.</b></li> <li>5. <b>In Section D, per barrel rates (BB), may be stated as follows: For example, \$1.50 (\$/w) per barrel is entered as 0001.5000; or \$1.5025 (\$/wf) per barrel is entered as 0001.5025; or 50.25 cents (/wf) per barrel is entered as 0000.5025</b></li> <li>6. <b>See Section E-1, State to State Rate Matrix, paragraph 8.b to 8.d</b></li> <li>7. <b>Different rate qualifies may be used in the same tender provided they are used in different sections. A tender, however, with rates in only one section can have only one rate qualifier.</b></li> <li>8. <b>Rates must be lower or same rates for higher minimum weights and lower mileage groups (blocks) for rate qualifiers PH and PZ, and rates must be lower or same rates for high mileage group (blocks) for rate qualifier PM.</b></li> <li>9. <b>For lower levels of service, the rates must be the same or decrease in value. Rates must be the same or decrease in value as the weight level increases in pounds. Rate Qualifier LB only applies to Section H for international rates.</b></li> <li>10. <b>When the PA, Per Container option is used the following Container Size options are available:</b>  <b>PA1 – Container, 19 FT or Less;</b>  <b>PA2 – Container, 20 FT</b>  <b>PA3 – Container, 21-30 FT</b>  <b>PA4 – Container, 31-39 FT</b>  <b>PA5 – Container, 40 FT</b>  <b>PA6 – Container, Over 40 FT</b> </li> </ol> <p><b>NOTE: In Section E, Table B, the fifth entry to the right of the decimal must be "0"</b></p>								

- b.** To prevent the submission of duplicating or conflicting rates in the same tender, the following guidelines must be followed when submitting different rate sections in the same tender:
  - i.** Section D - Interstate Point-to-Point Rates. May be submitted with either Section E or Section E-1, but not both.
  - ii.** Section D - Intrastate Point-to-Point Rates. May be submitted with Section E (Intrastate Application Only). May not be submitted with Section E-1.
  - iii.** Section E - Interstate Territorial Rates. May be submitted with Section D (Interstate Application Only). May not be used when submitting rates in Section E-1.
  - iv.** Section E – Intrastate Territorial Rates. May be submitted with Section D (Intrastate). May not be submitted with Section E-1.
  - v.** Section E-1 – State-to-State Rate Matrix. May be submitted with Section D (Interstate Application Only). May not be used when submitted rates in Section E.
  - vi.** Section G – Point-to-Point Air Rates. May be submitted with Section H (Territorial Air Rates).

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

c. Construction of Origins and Destinations:

- i. Service to all points in the CONUS shall be indicated by 9C in the first two positions of the SPLC field, followed in the location column by the narrative CONUS.
- ii. Service to all points in SPLC regions shall be indicated by using the appropriate alpha-numeric code from the following list, followed in the location column by a narrative description:

<u>Regional Grouping</u>	<u>Code</u>	<u>Narrative Description</u>
Region 0	0R	(Canada; NF & PE, NS, NB, QC, ON, MB, SK, AB, BC, NT, YT)
Region 1	1R	(ME, VT, MA, RI, CT, NY, NJ, NH)
Region 2	2R	(PA, DE, MD, DC, VA, WV, KY)
Region 3	3R	(MI, WI, OH, IN, IL)
Region 4	4R	(NC, TN, SC, GA, AL, MS, FL)
Region 5	5R	(MN, ND, SD, IA, NE, MO, KS)
Region 6	6R	(AR, OK, LA, TX)
Region 7	7R	(MT, WY, CO, UT, NM, AZ)
Region 8	8R	(ID, WA, OR, NV, CA ([not Alaska or Hawaii])
Region 10	10R	Alaska
Region 11	11R	Hawaii

iii. Service to all points in a state shall be indicated by the two-letter U.S. Postal Service Standard State Abbreviation in the first two positions of the SPLC field, followed in the location column by a narrative description. Do not use the SPLC numeric designation for state application.

iv. Service to all points within a section of a state shall be indicated by using the appropriate alpha-numeric code from the list below, followed in the location column by a narrative description.

<u>Zone</u>	<u>Code</u>	<u>Zone</u>	<u>Code</u>
New York, East Section	17Z	Kansas, East Section	58Z
New York, West Section	18Z	Kansas, West Section	59Z
Pennsylvania, East Section	20Z	Arkansas, North Section	60Z
Pennsylvania, West Section	21Z	Arkansas, South Section	61Z

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Virginia North Section	25Z	Oklahoma, East Section	62Z
Virginia, South Section	26Z	Oklahoma, West Section	63Z
Kentucky, North Section	28Z	Louisiana, East Section	64Z
Kentucky, South Section	29Z	Louisiana, West Section	65Z
Michigan, North Section	30Z	Texas, Northeast Section	66Z
Michigan, South Section	31Z	Texas, Northwest Section	67Z
Wisconsin, North Section	32Z	Texas, Southeast Section	68Z
Wisconsin, South Section	33Z	Texas, Southwest Section	69Z
Ohio, North Section	34Z	Montana, East Section	70Z
Ohio, South Section	35Z	Montana, West Section	71Z
Indiana, North Section	36Z	Wyoming, East Section	72Z
Indiana, South Section	37Z	Wyoming, West Section	73Z
Illinois, North Section	38Z	Colorado, East Section	74Z
Illinois, South Section	39Z	Colorado, West Section	75Z
North Carolina, East Section	40Z	Utah	76Z
North Carolina, West Section	41Z	New Mexico, East Section	77Z
Tennessee, East Section	42Z	New Mexico, West Section	78Z
Tennessee, West Section	43Z	Alaska, South Section	80Z
Georgia, North Section	45Z	Alaska, Central Section	81Z
<b><u>Zone</u></b>	<b><u>Code</u></b>	<b><u>Zone</u></b>	<b><u>Code</u></b>
Georgia, South Section	46Z	Alaska, North Section	82Z
Iowa, East Section	53Z	California, North Section	87Z
Iowa, West Section	54Z	California, South Section	88Z
Missouri, North Section	56Z		
Missouri, South Section	57Z		

- v. Standard Point Location Code (SPLC): Specific origins and destinations used in a tender shall be obtained from the Continental Directory of Standard Point Location Codes, NMF 102H, or subsequent issue thereof, issued by the National Motor Freight Traffic Association, Inc. Region and zone construction is explained above and will take priority over the instructions in the SPLC

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directory.

- (1) Rates require a nine-digit SPLC for each specific origin and destination. An alphabetical arrangement of sub-code locations is published in the SPLC directory. Origins or destinations not found in the sub-code locations shall be found in the motor TSP section of the SPLC directory. Motor TSP codes are assigned a six-digit number and three zeroes shall be added to the end of the six-digit code to establish the required nine-digit SPLC. DoD installations and activities are assigned a specific nine-digit SPLC. Do not use six-digit SPLCs with text description “Military Facility.” Rail TSP will use the specific DoD installation nine-digit SPLC when serviced either directly or through an interchange with a Government railroad. Railhead SPLCs will not be used.
- (2) Tenders showing the SPLC of a city will apply to all DoD activities within the city limits of the named city. If a TSP elects to serve only one activity, the nine-digit SPLC of the activity must be used.
  - (a.) The alpha or numeric designation of the specific point or geographic area (CONUS, Region, State, or Zone) will take precedence over the narrative description in the location space.

### **d. Fractions**

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

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

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

**e.** Deficit weight rating (Not applicable to air) is a method of realizing cost savings by adding weight to a shipment in order to achieve the lower rate from the next higher weight (or unit of measure) bracket. The deficit weight rated cost is compared to the actual weight rated cost and the lower of the two is used to determine freight charges. The DoD will calculate freight charges by comparing the actual weight (or unit of measure) rate calculation to the deficit weight (or unit of measure) rate calculation and will apply the lower of the two. This freight charge calculation method will be applied to shipments using tenders containing the following rate qualifiers:

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

- (1) Section D, deficit costing applies to rate qualifiers:
  - (a.) BB, DH, PG, PH, ST

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

(2) Section E

(a.) Table B

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

1. No if less than min weight
2. Yes, if more than min weight
3. No, if more than above highest weight bracket. If service list includes EXC, cost at highest weight bracket.

(ii.) PH and PJ: Yes

(b.) Table C:

(i.) ST

1. No if less than min weight
2. Yes, if more than min weight
3. No, if more than above highest weight bracket. If service list includes EXC, cost at highest weight bracket.

(c.) Table D: PQ: Yes

(d.) Table E:

(i.) PC: No

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

1. No if less than min weight (5,000)
2. Yes, if more than min weight (5,000)
3. No, if more than above highest weight bracket. If service list includes EXC, cost at highest weight bracket. (8,000)

(iii.) PH:

1. No if less than min weight
2. Yes, if more than min weight
3. No, if more than above highest weight bracket. If service list includes EXC, cost at highest weight bracket.

(iv.) PL: No

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

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1. No if less than min weight (5,000)
2. Yes, if more than min weight (5,000)
3. No, if more than above highest weight bracket. If service list includes EXC, cost at highest weight bracket. (8,000)

(vi.) PZ:

1. No if less than min weight
2. Yes, if more than min weight
3. No, if more than above highest weight bracket. If service list includes EXC, cost at highest weight bracket.

(e.) Table F:

(i.) DH:

1. No if less than min weight (2,500)
2. Yes, if more than min weight (2,500)
3. No, if more than above highest weight bracket (5,000). If service list includes EXC, cost at the highest weight bracket.

(ii.) DL: No

(iii.) DZ:

1. No if less than min weight (2,500)
2. Yes, if more than min weight (2,500)
3. No, if more than above highest weight bracket (5,000). If service list includes EXC, cost at the highest weight bracket.

**f.** Deficit weight rating (Not applicable to air) is calculated by replacing the rate within the actual weight (or unit of measure) bracket and the actual weight (or unit of measure), with the rate from the next higher bracket and the lowest weight (or unit of measure) within the range of that next higher bracket. Using a freight charge calculation example applying the Baseline Class-100 rate table (PQ rate qualifier), the deficit weight rate would be calculated as follows:

- i.** An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt). The deficit rate calculation will use weight bracket (5000-9999) and mileage bracket (351- 374) resulting in a deficit rate of 1142 cents per hundred pounds (cwt). The weight used for the deficit weight rating is 5000 pounds (the lowest weight from the next higher weight bracket range). The TSP rates are published in Section E, Table D, of the tender as a percentage of class. For this example we use 47 percent. This indicates that the TSP is offering to move this shipment at a rate

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which is 47 percent of the applicable baseline rate from the table. Using these shipment parameters, GFM automatically calculates the deficit weight charges as follows:

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

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

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

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

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

### 2. Section D. Point- to- Point Rates

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

- a. Indicate the two-character code for the rate qualifier to be used in this section. Only one rate qualifier may be used in each section. The weight/volume/quantity fields of this section shall be used to show the minimum weight, volume, or quantity. If the rate qualifier selected is PH or DH, show the minimum weight in pounds. If the rate qualifier selected is PG, show the minimum volume in gallons. If the rate qualifier is ST, PL, PC, DL, PV, or BB show the minimum quantity in number of short tons, number of trailers, number of rail cars, number of dromedary loads, number of vehicles, or number of barrels, respectively. Tank truck TSP can only use rate qualifier PG in this Section. Rail TSP offering TOFC/COFC service may use either rate qualifier PL or PH. Other restrictions that apply to rate qualifiers are:
  - i. PV: For vehicles including tank vehicles on rail flat, bi-level, and tri-level cars or in motor driveaway or towaway service. (This applies to the number of shipper's vehicles loaded on TSP equipment).
  - ii. BB: For pipeline and water TSP only
  - iii. PG: For TSP of bulk liquid commodities, other than pipeline or water TSP.
  - iv. PA: For Rail TSP only.
- b. Less-than-truckload (LTL) shipments may be included in this section and are restricted to rate qualifier PH. Dromedary service TSP for LTL shipments will use rate qualifiers DH and DL. TSP have the option of submitting LTL rates in Section D, or in Table B or Table D (percent of class rates) of Section E (Territorial Rates).

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

- i. Minimum weight, volume, or quantity:

<u>Rate Qualifier</u>	<u>Column A</u>	<u>Column B</u>	<u>Column C</u>	<u>Column D</u>
PH	000500	001000	002000	005000
ST	000001	000005	000010	000020
PL, PC, DL	000001	000002	000003	000004
PG	002500	003500	005000	007000
PV	000001	000002	000003	000004
BB	000001	100000	500000	999999
DH (AD)	002500	005000	xxxxxx	xxxxxx
DH (A10)	007500	010000	xxxxxx	xxxxxx

- ii. Rates:

<u>Rate Qualifier</u>	<u>Column A</u>	<u>Column B</u>	<u>Column C</u>	<u>Column D</u>
PH	0030.0000	0025.0000	0020.0000	0015.0000
ST	0040.0000	0036.0000	0035.0000	0030.0000
PL, PC, DL	3000.0000	2900.0000	2800.0000	2700.0000
PG	0000.0525	0000.0498	0000.0400	0000.0325
PV	0900.0000	0800.0000	0700.0000	0600.0000
BB	0000.7500	0000.5000	0000.4000	0000.2500
DH (AD)	0019.2500	0018.2500	xxxxxx	xxxxxx
DH (A10)	0022.0000	0021.0000	xxxxxx	xxxxxx

- d. All minimum weights, volumes and quantities shall be listed in ascending order when more than one is used. Any minimum amounts shown on the tender shall be limited to the lawful weight, volumes and quantities for the type of equipment specified in Section A.
- e. TSP may use all eight columns and add pages as needed. For example, page 1 of Section D might show the minimum weights as follows: Column A: 000500; Column B: 002500; Column C: 005000; Column D: 010000 Column E: 012500; Column F: 015000; Column G: 020000; Column H: 025000. Minimums of less than 20,000 pounds shall be considered LTL and minimums of 20,000 pounds and greater shall be considered TL.
- f. Dromedary Service Only - No other type of equipment shall be shown in Equipment field of Section A. Four types of dromedary service are recognized (see Section B, II, Item 25, for definitions):
- i. Dromedary without mechanical restraining device equipment code AD, and Dromedary with mechanical restraining device equipment code AD6. If either of these services are offered on a per hundredweight per dromedary service

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shipment basis (rate qualifier DH), alternating rates between the lower and higher minimum weights of 2,500 and 5,000 must be used. TSP must enter 002500 in Column A, and 005000 in Column B. Then both Columns A and B must be completed with the applicable rate for each minimum. If offering this service on a per dromedary basis (Rate Qualifier DL), show minimum quantity of dromedaries. Column A must be 000001. No minimum weights may be entered. In Column A, the flat charge per dromedary service shipment shall be listed.

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

iii. Tender Use

(1) Rate Qualifiers:

- (a.) DH (Per Hundredweight Per Dromedary Service Shipment)
- (b.) DL (Per Dromedary Service Shipment)
- (c.) DZ (Per Hundredweight Per Mile Per Dromedary Service Shipment)

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

(1) Section D (Column A and B)

<u>Section A Type Equipment</u>	<u>Alternate Equipment Section A *</u>	<u>Minimums</u>	<u>Minimum Regression **</u>	<u>Mileage Regression **</u>
Rate Qualifier DH				
AD	AD or AD6	2,500 & 5,000	Yes	N/A
AD6	AD or AD6	2,500 & 5,000	Yes	N/A
A10	A10 or A16	7,500 & 10,000	Yes	N/A
A16	A10 or A16	7,500 & 10,000	Yes	N/A
Rate Qualifier DL				
AD	AD or AD6	***	Yes	N/A
AD6	AD or AD6	***	Yes	N/A
A10	A10 or A16	***	Yes	N/A
A16	A10 or A16	***	Yes	N/A

\*Equipment listed may be shown on the same tender as

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

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

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

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

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

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

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

### **g.** Table of Rates

- i.** All rates are to be regressive. A TSP may not offer the same rate or a higher rate for a higher minimum weight, volume, or quantity. List rates or charges in spaces provided for each pair of points for each service. TSPs choosing to offer either same or varying rates or charges from origin up to three destinations will enter applicable rate or charge in the appropriate column(s).
- ii.** If service is offered from same origin to more than three destinations, origin SPLC must be entered in each origin field provided in Section D. In other words, a single page Section D submission can accommodate rates from one origin to 15 destinations. The origin SPLC must be reentered in the second, third, fourth, and fifth origin SPLC fields. If this structure is used, TSP choosing to offer either the same or varying rates or charges from the origin to all of the up to 15 destinations will enter that applicable rate under the appropriate column(s) on the same line as each of the up to 15 destinations.
- iii.** In appropriate columns, list rates or charges for the service offered as described in paragraph c of this Section. Only “Per Gallon” and “Per Barrel” rates may be quoted in fractions of a cent. Rates quoted in fractions of a cent using any other rate qualifier shall be rejected. In the columns provided, rail TSP may offer incentive rates when using qualifier PH (per hundredweight) or PG (per gallon). Incentive rates will apply to freight loaded in the same rail car and shall be applicable to any weights/gallons which are greater than the highest minimum weight/gallon per rail car shown in paragraph c, Columns A, B, C, or D. Rates must be lower than the per hundredweight or per gallon rate applicable to the highest minimum weight/gallon per car shown in paragraph c, and serves as an incentive for loading heavier weights/gallons on rail cars. Procedures for

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completing incentive rates are the same as described in the first two paragraphs of this item.

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

### 3. Section E. Territorial Rates

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

#### **a.** Origins and Destinations.

- i.** Section E is used for quoting rates to/from/between geographic locations expressed in any of the four methods, CONUS, Regions, State, or Zone. Although specific SPLCs may be used either for origins or destinations, Section E is not applicable to point-to-point SPLCs.
- ii.** Use of a code, which indicates a geographic area rather than a specific point, implies service to all points in that area. TSP wishing to exclude certain locations will list the SPLC in the “Exceptions SPLC” field.
- iii.** Rail TSP also have the option of entering route numbers in the rail route column that correspond with the rail route numbers listed in Appendix A. This field is provided for the convenience of rail TSP.
- iv.** When rail TSP offer territorial rates, which includes given point pairs, rail TSP must ensure that rates or charges are the same, regardless of the route traveled, for the same weight.

- b.** If the service to be offered is to apply in both directions, annotate the “Between Flag” field.

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

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

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- e. Rate Qualifier - See Figure IV-3, Application of Rate Qualifiers above. Only one Rate Qualifier may be used in Section E of each tender. Limitations exist on certain rate qualifiers. PG or PY are required for bulk liquid commodities, other than pipeline or water TSP. PQ applies to both less-than-truckload and truckload shipments. PJ rates apply only to vehicles on rail flat, bi-level, or tri-level cars, or in driveaway or towaway service. DL, DH and DZ are subject to the specific instructions shown for Tables B and F, below.
- i. When rate qualifiers DZ, PZ, or PY are used, the rate shall be expressed by up to four numbers to the right of the decimal point, in fractions of a cent. Only in rare instances would rates be equal to or greater than one whole cent.
  - ii. Computation of per hundredweight per mile charges shall be performed in the following manner. For example, assume a TSP offers a rate of 00.2650 cents per hundredweight per mile on 43,231 pounds at a distance of 500 miles. GFM will first convert this charge to a fraction of one dollar, or .00265 per hundredweight per mile. Then the computation shall be  $43,231 \text{ pounds}/100 = 432.31 \text{ cwt. units}$ ;  $432.31 \text{ cwt. units} \times .00265 = \$1.1456215 \text{ per mile}$ ;  $\$1.1456215 \text{ per mile} \times 500 \text{ miles} = \$572.81 \text{ charge}$ . All per hundredweight per mile, and per hundredweight per mile per dromedary service shipment charges shall be computed in the same manner.
  - iii. Computations of per gallon per mile shall be performed in the following manner. For example, a "PY" rate (per gallon per mile) of .0365 cents per gallon per mile, stated in Table B as 0.0365, or in Table E as 0.0365, would be converted by GFM to .000365. Therefore, the charge on a shipment of 5,000 gallons moving 200 miles is computed as:  $.000365 \times 5,000 \text{ gallons} = \$1.8250 \text{ per mile} \times 200 \text{ miles} = \$365.00$ . (Rounding to the nearest whole cent will not occur until total line-haul cost is computed.)
    - (1) When rate qualifier PG is used, TSP must express their rates as follows: If rate is 5.25 cents per gallon, TSP would enter 0.0525 in Table B. In Table E, the entry would be 0.0525.
- f. Rate Tables - Only one of the Rate Qualifiers authorized for each Table in Section E may be used to quote rates for that Table in an individual tender. In addition, only one type Table (A through F) may be used in an individual tender. Any number of Tables A through D may be included, e.g., three Table B but not one Table B and one Table C. Only one Table E or Table F may be used. In all Tables all rates must regress, i.e., must not be the same or higher, from left to right as minimum pounds/gallons/quantities increase. If using Table E, Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also regress as mileage blocks increase. Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also regress mileage blocks increase.
- i. TABLE A
    - (1) Use Table A to publish a single rate and minimum charge (if desired) to apply for Rate Qualifier PM or Rate Qualifier PJ.

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### ii. TABLE B

- (1) Use this table to quote rates for Rate Qualifiers PJ, PH, PG, PZ, PY, DL, DH, or DZ. Four minimum quantities (expressed in pounds, gallons, or vehicles) may be used. Minimums for shipments weighing less than 10,000 pounds may be included, provided PH or PZ are used. If using PJ, four minimum numbers of vehicles may also be shown. Tank truck TSP may also use this table, but are restricted to the use of PG or PY. Only rates for PZ, DZ, PY, and PG can be expressed in fractions of a cent. The minimum quantity for DL shall be “1” shipment.
- (2) Charges for DL are the only charges that can use all four positions to the left of the decimal point in the rate spaces. Offering dromedary rates and service under this Table (i.e., Regular and 410 Dromedary Service) using DH or DL shall be as prescribed in Section D of these instructions. Offering dromedary service using DZ shall be as prescribed for PZ, except that only two minimums may be used for DZ. A minimum charge may only be submitted for PZ, DZ, PY, or PJ.
- (3) Minimum charge applicable to PJ rates under this Table will apply per vehicle used rather than per vehicle moved. If two vehicles are moving on a flat bed, the minimum charge is applicable to that flatbed (per vehicle used), not to each of the two vehicles moved on the flat bed.
- (4) Rail TSP may offer incentive rates when using PH, PZ, PY, or PG. Incentive rates will apply to freight loaded in the same rail car and shall be applicable to any weight/gallons, which are greater than the highest minimum weight/gallon shown in the table. Rates must be lower than the per gallon rate, per hundredweight rate, per hundredweight per mile, or per gallon per mile rate applicable to the highest minimum weight/gallon shown and thus serve as an incentive for loading heavier weights on rail cars.
- (5) Procedures for computing PZ, PY, and DZ charges are explained in paragraph e of this section and these instructions must be followed in order for the charges based on rates in this table to be accurate.
- (6) Up to eight minimum quantities are allowed in Table B. If this procedure is followed and minimums of less than 20,000 pounds and 20,000 pounds and greater are used, the minimums of 20,000 pounds and greater shall be considered truckload minimums. One minimum charge will apply to all minimum quantities if this procedure is used, and may only be used for PY, PJ, PZ, and DZ.
- (7) Heavy haulers may restrict a minimum weight to one specific type of equipment by submitting a tender with only that equipment code listed Section A, Equipment field.

### iii. TABLE C

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

### iv. TABLE D

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

### v. TABLE E

- (1) This table is used to quote rates for PC, PL, PH, PZ, PG, or PY in a matrix format. When minimums are expressed in pounds, PH and PZ shall be used. When minimums are expressed in gallons, PG and PY shall be used. Tank truck TSP may use this Table, but are restricted to the use of PG or PY. PC and PL do not require minimums. Mileages are indicated in four columns next to weight fields that require completion.
- (2) Fields in Table E allows rail and motor TSP to offer flat charges regardless of the weight of shipment. No other rate qualifier can be used in conjunction with this Table. Each rate qualifier has its own designated rate table format. Rail TSP when offering TOFC/COFC service, have the option of using motor rate qualifiers PH, PZ or PL. Tank truck TSP offering equipment code AT2 (Tank over 8,000 gallons) will use the 8,000 gallon column.
- (3) Procedures for computing charges for Rate Qualifiers PZ and PY are explained above in paragraph e of this section and must be followed in order for charges to be accurate.
- (4) Rate Qualifier PH rates shall be expressed in whole dollars and cents. For example, if a TSP offers a rate of 01.5000 (\$1.50) per hundredweight on 43,231 pounds at a distance of 500 miles (distant bracket 451-500), the computation shall be:  $43,231 \text{ pounds} / 100 = 432.31 \text{ cwt units}$ ,  $432.31 \text{ cwt units} \times 1.50 = \$648.47 \text{ charge}$ .
- (5) Minimum weight, gallon or mileage columns will not be altered. TSP are free to provide rates for any or all minimums, limited only by their ability to perform. TSP must ensure rates are provided in every field, from the lowest to the highest mileage bracket, covered in tender’s territorial application. For example, if service is offered from VA to MD, the

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mileage bracket reflecting the maximum possible distance between points in these two states must be completed. Rates must be included for the same minimum columns on each mileage line used. Per hundredweight rates cannot be stated in fractions of cents.

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

### vi. TABLE F

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

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

- a. This section contains a matrix for expressing rates, from and to states and/or state zones. Rates will only apply from Origins listed in the "FROM" portion across the top, to destinations listed in the "TO" portion along the left hand side.
- b. Only rates for PM and PZ may be used in Section E-1. Indicate in the space provided whether PM or PZ is being used. Only rates for PZ may be expressed as a fraction of a cent. The procedure for computing PZ charges is explained in the previous section in paragraph e of these instructions and must be followed.
- c. Minimum charge may be indicated in field provided. Only one minimum charge per tender shall be allowed.
- d. Rate Qualifier PZ requires a minimum weight. Indicate applicable minimum weight in field provided. Only one minimum weight per tender shall be allowed. Do not include a minimum weight if PM is used.
- e. The Matrix
  - i. List origins in the top row of the matrix designated "FROM." List destinations in the left-hand column designated "TO." List only one origin in each "FROM" field and only one destination in each "TO" field. TSP have the option of using states or zones. TSP cannot quote rates for an entire state and individual zones within the state in the same matrix. To identify states, use appropriate two-letter

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USPS Standard State Abbreviation. To identify zones, use only appropriate alpha-numeric code.

- ii. List rates from or to points by entering rate in block where the column headed by the applicable “From” point and the row headed by applicable “TO” point intersect.
- f. Format allows up to sixteen exception SPLCs from Section E-1. Only points that are assigned SPLCs may be excluded. When a city SPLC is used, exception applies to all DoD installations having the same first six digits followed by a three-digit installation designator. To exclude a point, enter nine-digit DoD Installation SPLC or nine-digit city SPLC and narrative description of the point in “SPLC” and “LOCATION” fields. Annotate whether exception is origin, destination or both.

### 5. Section G Point to Point Domestic Air Rates

*This section applies to domestic voluntary and negotiated air tenders.*

- a. 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.
- b. This section is used to quote rates for air transportation from, to, or between specific cities, military installations (Air Tender Program [ATP] cannot be used for air movement to/from/between military airfields where commercial airfields do not exist) or airport to airport. Rates from, to, or between geographic areas, or between geographic areas and specific points shall be quoted in Section H.
- c. 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.
- d. Indicate type of service applicable for this tender by annotating the appropriate block for AA - Airport To Airport or DD - Door To Door.
- e. Origins and Destinations. Since this section only applies from, to or between specific points or airports, enter nine digit SPLC in the “Origin SPLC” column for origin installation or airport. Enter the nine digit SPLC of the destination in the “Destination SPLC” column and if the service applies in either direction, annotate the “Between Flag” field. If service is offered from same origin to more than three destinations at the same level of rates, the origin SPLC must be entered in each origin field provided in Section G. In other words, a single page Section G submission can accommodate rates from one origin SPLC field or more than one original SPLC to as many as 15 destinations as long as the rates are the same from and to all points.
- f. Table of Point to Point Rates. All rates in this table shall be shown in dollars and cents and apply per hundredweight starting at a weight of 151 pounds. Any shipment less than 151 pounds must move under the NGDS small package contract

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provisions of Section I of the applicable tender. Place the rate in dollars and cents per 100 pounds for each weight break underneath the applicable level of service. Rates must regress from the highest to the lowest level of service and from the lowest to the highest weight break. Each level of service indicated on the previous page must contain at least one rate.

### 6. Section H Territorial Air Rates

*This section applies to domestic and international voluntary and negotiated air tenders.*

#### a. Section H applies to:

- i. Domestic: Shipments over 150 pounds for shipments within the CONUS and over 300 pounds for shipments involving Alaska and Hawaii. Negotiated tenders apply to shipments starting at 1 pound.
- ii. International: Voluntary tender shipments over 300 pounds. Negotiated tenders apply to shipments over 1 pound.

#### b. This section is used for quoting rates from, to, or between broad geographic locations. Although specific SPLCs may be used for either origins or destinations, rates quoted in this Section will not be used for shipments from a specific SPLC origin to a specific SPLC destination.

#### c. 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.

#### d. Type of service

- i. Domestic: Is always Door To Door (DD) for this section.
- ii. International: Indicate type of service applicable for this tender by annotating the appropriate block for AA - Airport To Airport, DD - Door To Door, DA - Door to Airport, or RD - Airport to Door.

#### e. Origins and Destinations.

- i. Domestic: This section is used for quoting rates from/to/ between geographic locations expressed in any of the five methods, CONUS, USA, Regions (excluding Region 0), State, or Zone. Although specific SPLCs may be used either for origins or destinations, Section H is not applicable to point-to-point SPLCs. See Section H Territorial Air Rates Matrix (A) for further explanation.
- ii. International: This section is used for quoting rates for from/to/between geographic locations expressed in any of the three methods, Region, State/Province or Country. This will be either Region to State/Province, Region to Country, Region to Region, State/Province to State/Province, State/Province to Country, State/Province to Region, Country to Country, Country to State/Province, Country to Region. Although specific SPLCs may be used either for origins or destinations, Section H is not applicable to point-to-point

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SPLCs.

- iii. The alpha or numeric designation of the specific point or geographic area (CONUS, Region, State, or Zone) will take precedence over the narrative description in the location space.

f. If service to be offered applies in both directions, annotate the “Between Flag” field.

g. Exclusions:

- i. Domestic: TSP may exclude up to a maximum of six specific points from the territorial application of Section H in each tender.
- ii. International: TSP may exclude up to a maximum of 16 geographic locations (country/state/province) from the territorial application of Section H in each tender.
- iii. For Domestic, only points assigned a SPLC in the SPLC Directory may be excluded. When a city SPLC is used, exclusion applies to all DoD Installations having the same first six digits followed by a three-digit installation designator. TSP must indicate whether the points are excluded as origins and/or destinations annotating the origin and/or destination field.
- iv. When more than one page of Section H, Territorial Locations, is included in a tender, TSP are still limited to a maximum of six domestic SPLC or 16 international geographic location origin and/or destination exclusions in each tender. Exclusions will only be shown on the first page of Section H and will apply to the entire Section.
- v. If multiple pages are required to express territorial application in a tender, each individual page of origins and destinations will stand alone for rate application. If, for example, there are six pages (H-1 through H-6) of territorial applications, rates will not apply from origins on page H-1 to and/or between destinations on any of the other five pages.

h. Section H Territorial Domestic Air Rates Matrix

- i. This matrix contains the regions and zones, which must be used when showing rates in section H of a tender. These regions are hard wired into the GFM system and may not be changed. The regions are the same as shown in the NMF 102 SPLC, with elimination of Alaska and Hawaii from region 8. This page will always remain the same with the regions and the zones remaining the same.
- ii. 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 US (all U.S. States plus the District of Columbia), which is the Service Area. Determine the regions for all destinations.
- iii. Match the origin regions with the destinations regions on the zone matrix to determine the zones, which will apply on the tender.

iv. Examples:

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(1). Origins

<u>SPLC</u>	<u>Location</u>	<u>Region to select from matrix page</u>
12712000	Portsmouth, NH	Region - 1
PA	Pennsylvania	Region - 2
3R	MI, WI, OH, IN, IL	Region - 3
5R	MN, ND, SD, IA, NE, MO, KS	Region - 5

(2). Destinations

<u>SPLC</u>	<u>Location</u>	<u>Region to select from matrix page</u>
GA	Georgia	Region - 4
7R	MT, WY, CO, UT, NM, AZ	Region - 7
8R	ID, WA, OR, NV, CA	Region – 8
10R	Alaska	Region – 10
11R	Hawaii	Region - 11

<u>Origin region</u>	<u>Destination region</u>	<u>Correct zone</u>
Region 1	Region 4	-c-
Region 1	Region 7	-d-
Region 1	Region 8	-e-
Region 1	Region 10	-f-
Region 1	Region 11	-m-
Region 2	Region 4	-b-
Region 2	Region 7	-d-
Region 2	Region 8	-e-
Region 2	Region 10	-f-
Region 2	Region 11	-m-
Region 3	Region 4	-b-
Region 3	Region 7	-d-
Region 3	Region 8	-e-
Region 3	Region 10	-f-
Region 3	Region 11	-m-
Region 5	Region 4	-c-
Region 5	Region 7	-b-
Region 5	Region 8	-c-
Region 5	Region 10	-f-
Region 5	Region 11	-m-

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

### i. Section H Domestic Territorial Air Rates, Rate Tables

- i. All domestic rates are PH and weight breaks start at 151 pounds for regions 1-8, and 301 pounds for regions 10 and 11. For weights less than 151 pounds, see Section I.
- ii. After selecting origins and destinations as shown in Section H, select applicable zones from Section H Territorial Air Rates Matrix, then insert the desired rate in each table for the proper zones and weight breaks. There must be at least one rate for each level of service requested, and at least one rate for each combination of origin, destination zone, which has been selected by use of the service areas and matrix.
- iii. The dimensional weight factor for all domestic voluntary and negotiated air tenders is 166.

### j. Section H International Air Rates

- i. This item contains four rate tables to be used for quoting rates in section H Territorial Air Rates. There is a separate table for each level of service, which was selected in Section H; Table H-1, SG; Table H-2, D1; Table H-3, D2; Table H-4, D3; and Table H-5, AE. All international rates are LB and weight breaks start at 301 pounds.
- ii. Select the dimensional weight factor of 166 or 139.
- iii. After selecting origins and destinations as shown in Section H, insert the desired rate in each table. There must be at least one rate for each level of service requested.

## 7. Section I - CONUS to CONUS Small Package Air Rates

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

- a. This section contains rates on small packages weighing from 1 to 150 pounds which have a movement via air, apply between all points in the Continental United States (CONUS) and apply on a Door-To-Door (DD) basis.
- b. Rates can only be submitted for CONUS to CONUS movement. This section cannot be altered to a specific point of origin or destination.
- c. The rates in this section are published in dollars and cents per shipment.

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

**1. General Information - Security and Accessorial Services Section F**

- a.** Quotation of charges for security and accessorial services shall be expressed as a flat charge, a per mile charge, a per hundredweight charge, a per hour charge, or a per barrel charge, as described in this publication. Each service is defined in this publication and provides an American National Standards Institute (ANSI) code to be used in this section of the tender. Pipeline TSP will use Section F-3. To simplify the submission of these services, the optional standard alpha/numeric codes taken from this publication shall be entered in disciplined “Service” fields in Section F. Any service provided must be in accordance with the definition contained in the rules publication.
- b.** Section F is divided into three items.
  - i.** F-1 deals exclusively with Protective Security Services.
  - ii.** F-2 deals with Accessorial Services.
  - iii.** F-3 for pipeline Accessorial Services.
- c.** When completing Section F, a TSP must list in alphabetical order services and charges separately on indicated pages and in no instance will F-1, F-2 or F-3 be combined on the same page.
- d.** When quoting security and/or accessorial service charges, a TSP must publish charges for mileage and/or weight listed in the rule, which are necessary to cover the territorial application of line-haul rates governed by the rule.
- e.** TSPs have the option to furnish services described in an individual accessorial service rule without charge. Rail TSP have the option to furnish protective security services without charge (See Section C, IV in this publication). To implement this action, enter in Section F the ANSI code for that service in “SERVICE” field and fill all fields to immediate right under “CHARGE” and “MINIMUM/MAXIMUM CHARGE” columns with zeroes.

EXAMPLE: Stop-off in Transit (SOC)

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

- f.** Some services require entry of minimum weights in the accessorial service section of the tender format. Minimum weights shall be listed under the “MINIMUM/MAXIMUM CHARGE” field with leading zeroes and decimal disregarded.
- g.** Certain rules (e.g., Redelivery, Item 63) have a maximum charge in addition to minimum charges. When assessing maximum charges, maximum charge code shall be entered under the “SERVICE” field followed by the maximum charge under the

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“MINIMUM CHARGE/WT” field in the same manner described for minimum charges in the paragraph above.

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

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

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

### **1. General Information - Non Standard Rates Section J**

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

## **APPENDIX A AND B**

### **1. APPENDIX A RAIL ROUTES** - This appendix is used to list rail routes for joint-line applications.

#### **a. General Information - Appendix A Rail Routes**

- i.** Rail TSPs will ensure rail routes are shown on BL.
- ii.** Submission of this appendix is optional. If used, a TSP shall list for each route only those TSPs who have agreed to participate in service at rates offered.
- iii.** Route numbers assigned in this appendix should correspond to origins/destinations shown in Section D and/or Section E.

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

#### **a. General Information - Appendix B (Telephone Numbers, Tender Cancellations and Commodities)**

- i.** Please consult the application item for application and requirements. The complete definition and use of the appendix may be found in the publication on:
  - (1) Telephone numbers reference paragraph 2.b of this section.
  - (2) Tender Cancellations reference paragraph 2.f of this section.
  - (3) Commodities reference paragraph 2.n.ii of this section.

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**CLASS 100 RATES**

*The rates and charges shown in this section are established at a Class 100 baseline level. This is not to be construed, in any way, as the setting of rates or charges by SDDC. TSP must independently establish their own levels of rates and charges on less than 20,000 pounds and 20,000 pounds or greater shipments of FAK or specific class-rates commodities by utilizing the percentage of class provisions in the DoD tender.*

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

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Check the appropriate “Classification used” field. (If the tender applies only to commodities covered by the DoD-unique codes and descriptions shown in Appendix B of this publication, check the appropriate field). Then indicate, either by classification number or description, the articles that rates shown in Table D of Section E will apply.
	15	If the rates offered in Table D is based on a released value, read Part IV, Section A, Paragraph 14-Released Value in this section, before completing this item.
	16	Place an X in the “Section E” field.
B		TSP must enter this publication as the governing publication.
E	1	Enter the territorial SPLC codes and locations from which the rates and charges in Table D will apply.
	2	Enter the territorial SPLC codes and locations to which the rates in Table D will apply.
	3	If the rates in Table D is applied between the territorial locations specified in Items 1 and 2, an “X” must be entered in this field.
	5	Select Rate Qualifier “PQ”. Tables A, B, and C may not be used to show percent of class rates-but alternatively, TSP may select a different Rate Qualifier (“PH” or “PZ”) and use Table B to express a rate not related to percent of class rates.

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6	<p><u>Table D.</u> All TSP utilizing this table must enter in the “Minimum Charges” field a percentage above, below, or equal to the baseline minimum charges shown in Paragraph 7 of this publication, which they wish to be applied to the movements covered by the tender. If a TSP is offering rates to apply on movements of FAK (as defined in ITEMS 39 or 43 of Section B, Motor TSP Rules, in this publication), the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 7 must be entered in the “Freight All Kinds” (FAK) field.</p>
	<p><u>Table D.</u> If a TSP is offering rates on specific commodities, the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 7 must be shown in the “Specific NMFC or DoD Unique Commodities” field. A TSP may offer rates on FAK and specific commodities in the same tender, provided that the codes and descriptions for both FAK and the specific commodities covered are listed in Item 14, Section A of the tender.</p>

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
F	1-2	TSP using Table D of Section E must enter in the three-character field, the two-character alpha codes and sub-items charge number of the security and accessorial services which they wish to provide, together with their individually established charge for each accessorial and security service offered.

**2. Examples.**

- a. FAK.** If a TSP wishes to file percent of class rates applying on all FAK shipments subject to a released value of \$1.75 per pound per article from, to, and between all points in the CONUS, the tender fields would be completed as follows:

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Since FAK is covered by the DoD Unique codes and descriptions shown in the motor section of this publication, the “DoD Unique” field would be checked. Enter “999912” under “Number” column and “Freight All Kinds” or “FAK” under the “Description” column, and include the released value as part of the commodity description.
	15	Do not make any entry in the RELEASED VALUE box or in the four-position field.
	16	Place an “X” in the “Section E” field.
B		Enter “MFTURP-1” as the governing publication in the fields provided.
E	1	Enter “9C” in the first two positions of the first field of the SPLC column. Enter “CONUS” or Continental U.S.” in the first field of the “LOCATION” column.
	2	Enter “9C” in the first two positions of the first field of the SPLC column. Enter “CONUS” or “Continental U.S.” in the first field of the “LOCATION” column.
	3	Enter an “X” in the BETWEEN field.
	5	Enter “PQ” (for percent of class) in the RATE QUALIFIER field.

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	6	<p><u>Table D.</u>  “Minimum Charges” field: Fill in the field with the appropriate percentage of the baseline minimum charges shown in this section. For example, if the TSP wishes to access the same minimum charges shown in this publication, this field would be completed as follows:</p> <p>Minimum Charges: <u>1 0 0</u> Percent</p> <p>If the TSP wished to charge only 80 percent of the baseline minimum charges shown in this publication, this field would be completed as follows:</p> <p>Minimum Charges: <u>0 8 0</u> Percent</p>
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<u>Section</u>	<u>Item</u>	<u>Instructions</u>
		<p>“Freight All Kinds (FAK)” field: Fill in the three fields on this line with the percentage above, below, or equal to the level of Class 100 baseline rates, shown in paragraph 7 of this section, that the TSP selects to base its FAK rates on. For example, if the TSP decides to charge 125 percent of the Class 100 baseline rates, these fields would be completed as follows:</p> <p>Freight All Kinds (FAK): <u>1 2 5</u> Percent of Class 100 Rates.</p> <p>If the TSP decides to charge 50 percent of the Class 100 baseline rates, the field would be completed as follows:</p> <p>Freight All Kinds (FAK): <u>0 5 0</u> Percent of Class 100 Rates.</p> <p>NOTE: Only whole percentages may be shown in Table D, and all positions of each field used must be completed. This means that all one-digit figures must be preceded by two zeroes, and all two-digit figures must be preceded by one zero.</p>
F	1-2	<p>Enter in the four-character fields under the SERVICE column the three-character alpha codes of those security and accessorial services, and the applicable sub-item numbers for charges. Opposite each three-character alpha code, enter your individually established charges for each security and accessorial service offered.</p>

**b. Specified Commodities.** If a TSP wishes to file percent of class rates applying on crated HHG and personal effects from all points in the State of Virginia to all points in the states of Montana, Wyoming, Colorado, Utah, New Mexico, and Arizona, the TENDER fields would be completed as follows:

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<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Check the “DoD Unique” field. Enter 100251 in the eight positions of the first two fields under the NUMBER column. Enter the appropriate description of the commodity opposite its number in the first two fields under the DESCRIPTION column. The released value statement “Released to a value \$7,500 per shipment, or \$6.00 times the net weight of the HHG shipment or the unaccompanied baggage shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed \$75,000, whichever is greater” shall be made part of the commodity description.
	15	Do not make any entry.
	16	Place an “X” in the “Section E” field.
B		See instruction for FAK example.
E	1	Enter VA in the first two positions of the first field of the SPLC column, then enter “Virginia” in the LOCATION column.
	2	Enter “7R” in the left two of the first five positions of the first field of the SPLC column. Next, enter “Region 7” in the LOCATION column, or list the states

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
		individually in the LOCATION column by U.S. Postal Service Standard State Abbreviations.
	3	Do not place an “X” in the between field. This means that the rates apply only from Virginia to Region 7.
	5	Enter “PQ” (percent of class) in the RATE QUALIFIER field.
	6	<u>Table D.</u> “Minimum Charges” field: See instructions for FAK example.
		“Specific NMFC or DoD Unique Commodity (ies)” field: Enter the selected percentage of the Class 100 rate applicable to the commodities shown in Item 14 of Section A. In this instance, both crated household goods and personal effects are assigned a Class 100 rating in the NMFC when they are released to a value not exceeding \$50,000 per shipment; or \$4.00 times the net weight of the HHG/unaccompanied baggage shipment, in pounds, not to exceed \$50,000, whichever is greater. The figure entered in this field should reflect the TSP’s selected percentage of the baseline Class 100 rate shown in this publication. For example, 150 percent would be entered as 150; 100 percent as 100; 75 percent as 075, etc.
F	1-2	See instruction for FAK example.

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

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miles.

4. **Class 100 Rates Explanation.** The Class 100 baseline rates and minimum charges have been constructed by SDDC. It is suggested the TSP filing tenders based on Rate Qualifier “PQ” construct individual tenders according to the territorial applications of the various motor rate bureaus. Filing in this manner will permit the TSP to protect appropriate LTL and TL class rate levels in various bureau territories.
5. **Rating Multiple Shipments.** All shipments tendered to one TSP on one calendar day by one consignor consigned to the same consignee at the same delivery site shall be considered as one shipment for rating purposes. To receive the benefit of reduced charges applicable to multiple shipments, shipper shall cross-reference the bills of lading of individual shipments to a single bill of lading, or further identify all multiple shipments tendered to the same TSP on one calendar day which are consigned to the same consignee at the same delivery site.
6. **Minimum weights of 20,000 pounds and greater are considered TL minimums.**
7. **Baseline Class 100 Rates in Cents Per Hundred Pounds.** To use the below table, follow this example: An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt). The TSP rates are published in Section E, Table D, of the tender as a percentage of class e.g., 47 percent. This indicates that the TSP is offering to move this shipment at a rate, which is 47 percent of the applicable baseline rate. Using these shipment parameters, GFM automatically calculates the charges as follows:

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

Mileage Base	Minimum Charge	Minimum Weights								
		0 - 499	500 - 999	1000 - 1999	2000 - 4999	5000 - 9999	10000 - 19999	20000 - 29999	30000 - 39999	40000+
0-50	\$36.00	1179	943	802	696	607	519	466	407	383
51-75	\$36.00	1284	1028	873	758	661	565	507	444	417
76-100	\$36.00	1373	1098	933	810	707	604	542	474	446
101-125	\$36.00	1536	1229	1044	906	791	621	557	487	458
126-150	\$36.00	1596	1277	1085	942	822	646	579	507	477
151-175	\$36.00	1680	1344	1142	991	865	680	610	534	502
176-200	\$36.00	1819	1455	1237	1073	937	736	660	578	543
201-225	\$36.00	1895	1516	1289	1118	976	833	747	654	615
226-250	\$36.00	1956	1565	1330	1154	1007	860	771	675	635
251-275	\$36.00	2003	1603	1362	1182	1032	881	790	692	650
276-300	\$36.00	2049	1639	1393	1209	1055	901	808	707	665
301-325	\$36.00	2135	1708	1452	1259	1099	939	842	737	693
326-350	\$36.00	2177	1741	1480	1284	1121	958	859	752	707
351-375	\$36.00	2217	1773	1507	1308	1142	975	875	765	720
376-400	\$39.00	2364	1891	1607	1395	1217	1040	933	816	768

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401-425	\$39.00	2443	1954	1661	1441	1258	1075	964	844	793
426-450	\$39.00	2483	1986	1688	1456	1279	1093	980	858	807
451-475	\$39.00	2520	2016	1714	1487	1298	1110	996	871	819
476-500	\$42.00	2558	2046	1739	1509	1317	1126	1010	884	831
501-525	\$42.00	2630	2104	1788	1552	1355	1157	1038	908	854
526-550	\$42.00	2666	2133	1813	1573	1373	1173	1052	921	866
551-575	\$42.00	2701	2160	1836	1593	1391	1188	1066	933	877
576-600	\$45.00	2860	2288	1945	1687	1473	1258	1128	988	928
601-625	\$45.00	2930	2344	1993	1729	1509	1289	1154	1012	951
626-650	\$45.00	2965	2372	2016	1749	1527	1304	1170	1024	962
651-675	\$45.00	2998	2398	2039	1769	1544	1319	1183	1035	973
676-700	\$47.00	3033	2426	2062	1789	1562	1334	1197	1047	984
701-725	\$47.00	3098	2478	2107	1828	1596	1364	1224	1071	1007
726-750	\$47.00	3130	2504	2129	1847	1612	1378	1236	1082	1017
751-775	\$47.00	3163	2530	2151	1866	1629	1392	1249	1093	1027
776-800	\$50.00	3332	2666	2266	1966	1716	1467	1316	1152	1083
801-825	\$50.00	3370	2696	2291	1988	1735	1472	1320	1156	1086
826-850	\$50.00	3410	2718	2319	2012	1756	1489	1336	1169	1099
851-875	\$50.00	3450	2760	2346	2036	1777	1508	1353	1184	1113
876-900	\$52.00	3490	2792	2373	2059	1797	1525	1368	1197	1125
901-925	\$52.00	3528	2822	2399	2082	1817	1553	1393	1219	1146

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Mileage Base	Minimum Charge	Minimum Weights								
		0 - 499	500 - 999	1000 - 1999	2000 - 4999	5000 - 9999	10000 - 19999	20000 - 29999	30000 - 39999	40000+
926-950	\$52.00	3566	2853	2425	2104	1837	1569	1407	1232	1158
951-975	\$52.00	3605	2884	2451	2127	1856	1586	1423	1245	1170
976-1000	\$54.00	3642	2914	2477	2149	1876	1603	1438	1258	1183
1001-1050	\$54.00	3716	2973	2527	2193	1914	1607	1441	1261	1186
1051-1100	\$54.00	3790	3032	2577	2236	1952	1639	1470	1287	1210
1101-1150	\$54.00	4095	3276	2785	2416	2109	1771	1589	1390	1307
1151-1200	\$58.00	4166	3333	2833	2458	2146	1802	1616	1415	1330
1201-1250	\$58.00	4238	3390	2882	2500	2182	1865	1673	1464	1376
1251-1300	\$58.00	4265	3412	2900	2516	2196	1876	1683	1473	1384
1301-1350	\$58.00	4306	3445	2928	2541	2218	1895	1700	1488	1399
1351-1400	\$61.00	4375	3500	2975	2581	2253	1925	1727	1511	1421
1401-1450	\$61.00	4443	3554	3021	2621	2288	1954	1753	1534	1442
1451-1500	\$61.00	4509	3607	3066	2660	2322	1983	1779	1557	1463
1501-1550	\$61.00	4575	3660	3111	2699	2356	2012	1805	1579	1485
1551-1600	\$64.00	4640	3712	3155	2738	2390	2041	1831	1602	1506
1601-1650	\$64.00	4704	3763	3199	2775	2422	2069	1856	1624	1527
1651-1700	\$64.00	4768	3814	3242	2813	2455	2098	1882	1647	1548
1701-1750	\$64.00	4830	3864	3284	2850	2487	2125	1906	1668	1568
1751-1800	\$65.00	4891	3913	3326	2886	2519	2152	1930	1689	1588
1801-1850	\$65.00	4953	3962	3368	2922	2551	2179	1955	1711	1608
1851-1900	\$65.00	5014	4011	3409	2958	2582	2206	1979	1732	1628
1901-1950	\$65.00	5073	4058	3449	2993	2612	2232	2002	1752	1647
1951-2000	\$65.00	5133	4106	3490	3028	2643	2258	2025	1773	1666
2001-2100	\$65.00	5250	4200	3570	3098	2704	2310	2072	1813	1705
2101-2200	\$69.00	5364	4291	3647	3165	2762	2360	2117	1853	1742
2201-2300	\$69.00	5464	4371	3715	3224	2814	2404	2156	1887	1774
2301-2400	\$69.00	5575	4460	3791	3289	2871	2453	2200	1926	1810
2401-2500	\$69.00	5684	4574	3865	3353	2927	2501	2243	1963	1846
2501-2600	\$74.00	5791	4633	3938	3417	2982	2548	2286	2000	1880
2601-2700	\$74.00	5898	4718	4010	3480	3037	2595	2328	2037	1915
2701-2800	\$74.00	6003	4802	4082	3541	3091	2641	2369	2073	1949
2801-2900	\$74.00	6106	4885	4152	3603	3145	2687	2410	2109	1983
2901-3000	\$76.00	6209	4967	4222	3663	3198	2732	2451	2145	2016
3001-3100	\$76.00	6309	5047	4290	3722	3249	2776	2490	2179	2049
3101-3200	\$76.00	6409	5127	4358	3781	3301	2820	2530	2214	2081
3201-3300	\$76.00	6508	5206	4425	3839	3351	2863	2568	2247	2113
3301-3400	\$76.00	6605	5284	4491	3897	3402	2906	2607	2281	2145
3401-3500	\$76.00	6701	5361	4557	3954	3451	2949	2645	2315	2176

## V. CARRIER PERFORMANCE AND EVALUATION PROGRAM (CPEP)

### A. GENERAL

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

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

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

1. Non-selection (“N” code) incidents are used to document reasons why a TSP was not selected for a move and do not count against a TSP’s overall performance rating. However; if trends are detected, SDDC/USTRANSCOM may investigate to determine if a problem exists with the TSP or the shipping activity. “N” code incidents must have remarks entered by the reporter to explain and justify the reason for the non-selection (e.g., date and time TSP was contacted or attempted contact was made, name of TSP representative.). TSPs have the ability to view incidents and leave remarks. “N” codes with examples are as follows:
  - a. **N1 – Excusable Refusal** - Occurs when the TSP declines a non-Automation of Transportation Request (ATR) shipment within one hour of offer, or if a TSP declines any FAK shipment that is to be picked up in less than 24 hours or any TPS shipment that has to be picked up in less than 48 hours. Also used for ATR shipments when shipping activities fail to contact a TSP for shipment award within one hour of offer closing. For shipping activities using the auto-award process in ATR, the system may not generate an automatic notification to TSPs indicating whether or not they were awarded the load. However, immediately after the offer’s closing, the screen in ATR will change status to “Awarded” for TSPs that have been automatically awarded the load. It is the TSPs responsibility to monitor their shipment offer status.

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- b. N2 – TSP Unreachable** - Example includes when the TSP fails to answer the phone (or the phone number or email is wrong or returned as undeliverable) for tendered, non- ATR shipments. Shippers will allow at least five rings when attempting to contact TSPs via phone.
- c. N3 - Low Cost Not Used In Order To Use Carrier Onsite** - Example includes a TSP that just unloaded freight at an installation and is available to take an outbound load. This is for loads departing origin within the next 24 hours only; reporter must enter a valid explanation in the “Remarks” block when using this code.
- d. N4 - Traffic Distribution** - Example includes if a shipper had two or more loads going from the same origin to the same destination on the same day. The shipper distributes the two or more loads among two or more TSPs. Reporter must enter a valid explanation in the “Remarks” block when using this code. This code cannot be used with shipments requiring one conveyance.
- e. N5 - Required Small Business Selection** - When small business selection is a requirement in a contract.
- f. N6 - Contract Requires Specific Requested Mode** - When a contract requires a specific mode/equipment.
- g. N7 - Lower Cost TSP Not Used Due To Past Performance: Loss/Damage** - When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of previous loss or damage by a specific TSP.
- h. N8 - Lower Cost TSP Not Used Due To Past Performance: Transit Time** - When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of a TSP that either has exceeded standard transit times as stated in the DTR Part II, Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide) or delivered after the RDD (NOTE: standard transit time is the default; if a shipper decides to put an RDD on a BL that exceeds standard transit time, the Standard Transit Time Guide overrules that).
- i. N9 - Lower Cost TSP Not Used Due To Past Performance: No-shows** - When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of previous no-shows by a specific TSP.
- j. NA - Lower Cost TSP Not Used Due To Past Performance: Mechanical failures** - When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of trends in mechanical breakdowns of the same vehicle/piece of equipment by a specific TSP.
- k. NC - Carrier Not Used Due To Multi-Equipment Requirement** - When the same TSP must haul a combination load and more than one BL with the same origin and destination is used. Examples include: AA&E or shipments requiring segregation provisions IAW the 49 CFR and/or DoD regulations, or other TPS shipments that would necessitate the combination of more than one type of equipment.

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- 1. ND - Low Cost Carrier Not Used Due To Mission Requirements/Convenience Of The Government** - When a situation dictates a specific TSP must be selected for the shipment. Reporter must enter a valid explanation in the “Remarks” block when using this code. Contact SDDC/USTRANSCOM for further guidance.
- 2. Service Failure (“F” code) incidents** are used to document incidents where TSPs fail to meet service elements and standards, and may result in further carrier performance action by shipping activities or SDDC/USTRANSCOM. All “F” code incidents must have valid remarks entered by the reporter to explain and justify the reason for the service failure. Remarks will paint a clear picture to shipping activities, TSPs and SDDC/USTRANSCOM of the nature of the incident, personnel involved, and specific actions that resulted in the CPM incident. Failure to justify a CPM service failure incident may render that incident unusable towards the identification of trends or follow-on actions taken against a TSP. TSPs have the ability to view incidents and leave remarks. “F” codes with examples are as follows:

### **a. F1 - Shipment Refusal**

- i.** Used for tendered non-ATR shipments when a TSP fails to accept or decline a shipment within one hour of offer. Shipments must be offered at least 24 hours in advance or 48 hours when TPS is required. A Transportation Officer (TO) can specify a shorter response time for high - priority shipments, but cannot charge a TSP with a refusal if the TSP declines the shipment.
  - ii.** When a TSP accepts a shipment using the ATR process and then refuses the shipment when contacted within one hour of the ATR offer closing, the TSP will be issued a FK Commitment Withdrawal. If a TSP accepts a shipment using the ATR process and is subsequently automatically awarded the load by the system within an hour after that offer's closing (as indicated by the "Awarded" status in ATR), the TSP is expected to follow through with that acceptance when the shipping activity contacts the TSP to make arrangements. The shipping activity must contact the TSP within 4 hours of the spot bid or ATR-automatic award to make arrangements. TSPs that fail to follow through with their acceptance when the shipping activity makes contact for final arrangements will be issued an FK Commitment Withdrawal.
- b. F2 - Improper or Inadequate Equipment** - When a TSP arrives at origin with equipment different from what the shipper ordered and no equipment substitutions had been agreed upon by shipper and TSP prior to arrival. Code may also be used when a TSP arrives for pickup or delivery with unsafe equipment (e.g.; brake or head lights inoperable; holes in the trailer bed; bald or tread bare tires; mechanical failure; missing chains for tie down to rail car; etc.). TSPs must provide safe transportation equipment IAW Federal Motor Carrier Safety Regulations. Violations of 49 CFR Subparts A thru I (parts, accessories, and safe operation) and 396 CFR (equipment inspection, repair, and maintenance) are included.
- c. F3 - TSP Unable to Meet Service Requirements** - Examples include, but are not limited to: TPS drivers that do not have adequate security clearance or have had driving privileges on military installations revoked; drivers that fail to meet general

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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.

- d. F4 - Failure to pick up at Origin as Scheduled** - When a TSP fails to report to origin at the agreed-upon time and place as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination.
- e. F5 - TSP Failed to Meet DDD/RDD** - When a TSP fails to deliver by the RDD as shown on the BL. Shippers cannot charge a TSP hauling non-sensitive/general cargo or FAK with failure to meet RDD if they did not annotate a proper date on the BL consistent with the DTR Part II, Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide). However, as applied to AA&E shipments, TPS cargo must be delivered IAW the standard transit time or the RDD, whichever is shortest. This is consistent with the “Explosive Safety Rule” in DoD Directive 6055.9E, i.e. minimum exposure rules for explosives.
- f. F6 - Time-In-Transit** - When a TSP fails to follow standard transit times as defined in the DTR Part II, Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide). Each BL is considered a shipment regardless of the number of pieces or TCNs moving under the BL or the number of delivery points. Receiving activities must report excessive transit time to shipping activities so any necessary action can be taken against the TSP.
- g. F7 - Failure to Provide Protective Service** - When a TSP fails to provide SNS, DCS, or any other Protective Service as annotated on the BL and defined in the DTR Part II, Chapter 205, Table 205-7, while in transit from origin to destination. TSPs must follow all requirements for the designated protective service as stated in the MFTURP-1.
- h. F8 - Failure to Provide Signature and Tally Record** - When a TSP fails to properly annotate and provide a DD Form 1907, “Signature and Tally Record”, as required on the BL for the cargo being transported.
- i. F9 - Mishandling Freight** - Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper. In the event of an emergency, transloads and other response actions must be coordinated with the shipper or owning military service. DTTS can assist with coordination between these parties if needed for loads requiring the SNS accessorial. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services.

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- j. FA - Loss or Damage** - When a TSP is responsible for loss or damage of cargo. Failure to settle loss and damage claims IAW the DTR Part II, Chapter 211 is also included. A TDR must be issued IAW DTR Part II, Chapter 210.
- k. FB - Improper Routing** - When a TSP fails to follow DOT-authorized routes for the cargo they are transporting.
- l. FC - Use of Bad Language, Offensive Behavior** - Examples include, but are not limited to, drivers or any TSP representatives that harass or use abusive language or lewd behavior towards or in the presence of DoD representatives. Any documented incident involving the use of intemperate, vulgar, or abusive language; drug or alcohol abuse; or engagement in offensive conduct may result in a TSP being placed in immediate non-use status or a recommendation to SDDC/USTRANSCOM for disqualification.
- m. FD - Nonpayment of Just Debts** - Failure to pay just debts or complaints from subcontractors that the TSP failed to pay for services contracted or otherwise demonstrates lack of financial responsibility and may subject Government shipments to actual and/or potential delay, frustration, seizure or detention.
- n. FE - Falsification of a Syncada Delivery** - Used when a TSP changes the status of a shipment to “delivered” in the TPPS prior to delivering the freight.
- o. FF - Double Brokering** - When a TSP brokers freight to a carrier who then brokers the freight to another carrier. Double brokering is not authorized. Brokers awarded DoD freight are responsible to ensure that its underlying TSP(s) handle and deliver freight without the underlying TSP contracting the use of additional TSPs and brokers. General Commodity carriers are not allowed to act in the capacity of a broker. General Commodity TSPs awarded DoD freight are required to utilize organic assets/fleet to transport cargo. This policy prevents cargo loss and maximizes in transit visibility. Shippers at the origin shipping activity or within their AOR that have determined a broker has double brokered a shipment, may place a broker in immediate non-use for up to 90 days. Brokers that have failed to rectify their double brokering problem with the shipper may be placed in non-use for an additional 90 days.
- p. FG - Drug/Alcohol/Firearm Abuse** - Examples include a driver that arrives intoxicated or under the influence of drugs. TSPs will be placed in immediate non-use for such incidents, and may not charge for vehicle furnished not used.
- q. FH - Theft- TSP Responsible** - When a TSP is responsible for the theft of DoD cargo. A TDR must be issued IAW DTR Part II, Chapter 210.
- r. FJ - Shortage – TSP Responsible** - When a TSP is responsible for the shortage of DoD cargo. A TDR must be issued IAW DTR Part II, Chapter 210.
- s. FK - Commitment Withdrawal** - When a TSP responds to an ATR offer as able to accept the load, and then declines at time of award or prior to pick up; or if the selected TSP is unreachable after a reasonable amount of attempts by the shipper. Shippers cannot charge a TSP with Commitment Withdrawal if they fail to

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contact/award the TSP within one hour of ATR offer closing, or if systems using the auto-award process fail to show the offer status as “Awarded” in ATR.

Reporter must annotate the date and time ATR offer closed and the date and time they contacted the TSP to award the load in the Remarks block of the incident.

- t. FL - Unauthorized Load/Broker Board Posting** - When a TSP posts shipment information to any type of load/broker board with payment information prior to having been awarded that load by the shipper. Only TSPs with proper authority from DOT may post to load/broker boards; no TPS loads (to include 675 Signature & Tally Record Service) may be posted.
- u. FM - Shipment Refusal- Spot Bid** - When a TSP bids on a shipment via Spot Bid on the Web, then declines the shipment when the shipper calls to award the load. A TSP that submits a bid is assumed to be ready, willing, and able to perform the transportation as stated in the bid. Shippers cannot charge a TSP with Shipment Refusal- Spot Bid if they fail to contact the TSP within four hours of bid closing. The shipping activity must contact the TSP within four hours of the spot bid or ATR-automatic award to make arrangements. Shipment refusal may result in immediate nonuse.
- v. FN – Shipment Refusal – Negotiation** - When a TSP bids on a SDDC-negotiated shipment, and then declines the shipment when the shipper calls to award the load. A TSP that submits a negotiation is assumed to be ready, willing, and able to perform the transportation as stated in the negotiation. Shippers cannot charge a TSP with Shipment Refusal- Negotiation if they fail to contact the TSP within 24 hours after receiving rates from the SDDC Negotiations team. Shipment refusal may result in immediate nonuse.
- w. FP - Other Service Failure** - Other service failures not covered in the codes above or below. Contact SDDC G3 Carrier Performance at [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).
- x. FQ - Failure to pick up at origin on scheduled date** - When a TSP fails to report to origin at the agreed-upon date as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination. This code is used primarily for Contract-specific shipments.
- y. FR - Failure to pick up at origin on scheduled time** - When a TSP fails to report to origin at the agreed-upon time as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination. This code is used primarily for Contract-specific shipments.
- z. FS - Failure to deliver at destination on scheduled date** - When a TSP fails to report to destination at the agreed-upon date as scheduled with the TO. This code is used primarily for Contract-specific shipments.
- aa. FT - Failure to deliver at destination on scheduled time** - When a TSP fails to report to destination at the agreed-upon time as scheduled with the TO. This code is used primarily for Contract-specific shipments.

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3. HQ SDDC personnel enter “G” code incidents where TSPs fail to meet additional service elements and standards which may result in further carrier performance action. These codes are primarily used for TPS shipments that require SNS by the DTTS. Incidents using these codes may only be entered in CPM by HQ SDDC personnel. “G” codes with examples are as follows:
  - a. **G1 – Reserved for Future Use.**
  - b. **G2 – Reserved for Future Use.**
  - c. **G3 - DTTS Related Failure: Trailer Tracking (DCS) - Trailer Tracking (DCS):** Examples include trends in false “Untethered” and/or “Door Open” alerts, failure to register DCS-equipped trailers with DTTS prior to use, and failure to provide DCS when required.
  - d. **G4 - DTTS Related Failure: Satellite Motor Surveillance (SNS) -** Examples include failure to register SNS unit with DTTS prior to use, failure to enable/disable, lost signal, and failure to provide SNS when required.
  - e. **G5 - DTTS Related Failure: Incorrect Messages -** When TSP driver(s) fail to send correct SNS codes IAW the MFTURP-1, Item 111.
  - f. **G6 - DTTS Related Failure: Breakdown -** When a TSP vehicle carrying a SNS shipment experiences mechanical failure. Mechanical failure is defined as any condition of the conveyance or related equipment that requires repair or replacement of parts while in transit).
  - g. **G7 - Reserved for Future Use**
  - h. **G8 - DTTS Related Failure: Other -** Any DTTS-related service failure not covered in the codes above.
  - i. **G9 - CSA Score(s) Above Standard -** This may apply to any TSP registered with the DoD, and may only be used as an indicator of safety performance.
  - j. **GA - DTTS failure: Transit Time Exceeded**
  - k. **GB - DTTS failure: Exceeded 2 Hour Stop (SRC I, II, PSS) or 4 Hour Stop (SRC III, IV) (exclude exceptions for weather or other force majeure conditions)**
  - l. **GC - DTTS failure: Exceeded 100 Hour Rule (military secure holding facilities)**
  - m. **GD - DTTS failure: Problem with dispatcher Call Back**
  - n. **GG - DTTS failure: Unapproved Equipment Charge**
  - o. **GT – Reserved for Future Updates**
  - p. **GU - DTTS failure: Use of Unauthorized Facility/Location**
  - q. **GV - DTTS failure: Failure to Report (Reportable) Incident to DTTS. Refer to CFR 49**

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**r. GX - DTTS failure:** Parking with Explosives in Populated Area

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

Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
F1 Shipment Refusal	3	FF Double Brokering	1
F2 Improper or Inadequate Equipment	2	FG Drug/Alcohol/Firearm Abuse	1
Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
F3 TSP Unable to Meet Service Requirements	1 or 2*	FH Theft- TSP Responsible	1
F4 Failure to Pick Up at Origin as Scheduled	1 or 2*	FJ Shortage- TSP Responsible	1
F5 TSP Failed to Meet DDD/RDD	1	FK Commitment Withdrawal	1
F6 Time-in-Transit	1 or 2*	FL Unauthorized Load/Broker Board Posting	1
F7 Failure to Provide Protective Service	1 or 2*	FM Shipment Refusal- Spot Bid	1
F8 Failure to Provide Signature and Tally Record Service	2	FN Shipment Refusal- Negotiation	1
F9 Mishandling Freight	1	FP Other Service Failure	*
FA Loss or Damage	2	FQ Failure to Pick Up at Origin on Scheduled Date	1 or 2*
FB Improper Routing	3	FR Failure to Pick Up at Origin on Scheduled Time	2
FC Use of Bad Language, Offensive Behavior	1 or 2*	FS Failure to Deliver at Destination on Scheduled Date	1 or 2*
FD Nonpayment of Just Debts	1	FT Failure to Deliver at Destination on Scheduled Time	2
FE Falsification of a Power Track Delivers	1		

\* Tier may depend upon existence of trends, importance of shipment or case-by-case basis  
 One (1) Tier 1 Service Failure = Immediate non-use for 30 days (1<sup>st</sup> Offense).

Two (2) Tier 2 Service Failures in 30 days = Letter of Warning or non-use action.

Three (3) Tier 3 Service Failures in 30 days = Letter of Warning or non-use action.

Two (2) Letters of Warning in 60 days = Non-use action.

Subsequent Offenses of Tier 1 Service Failures = 60 - 90 days Non-use.

Subsequent Offenses of Tier 2 Service Failures (after a Letter of Warning has been issued) = 60 - 90 days Non-use.

Subsequent Offenses of Tier 3 Service Failures (after a Letter of Warning has been issued) = 60 - 90 days Non-use.

Continuous pattern of Service Failures = referral to HQ, SDDC Domestic Carrier Management Branch for further review and possible Nationwide non-use or TRB that

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*may result in disqualification from hauling DoD cargo. Also, referral of commercial air service failures to USTRANSCOM, Commercial Services Branch for further review.*

5. SDDC 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. “G” code service failures will be evaluated on a case by case basis for determining performance actions.
6. SDDC will conduct quarterly reviews to monitor and evaluate TSP performance nationwide. The enterprise performance standard will be 90% and is calculated by comparing shipments to service failures entered into CPM. As an example, a TSP with 20 awarded shipments for the quarter and two service failures would be at the 90th percentile. LOCs, LOWs and/or non-use actions will be issued each quarter as outlined below:

Performance Scale & Compliance Rates	Period of Performance			
	1 <sup>st</sup> Quarter	2 <sup>nd</sup> Quarter	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter
90 – 100%	Good Standing	Good Standing	Good Standing	Good Standing
80 – 89%	LOC	LOC	LOW	Up to 10 Day Non-use
70 – 79%	LOC	LOW	Up to 15 Day Non-use	Up to 30 Day Non-use
Below 70%	LOW	Up to 30 Day Non-use	Up to 60 Day Non-use	90 Day/Disqualification

7. USTRANSCOM will routinely monitor and evaluate commercial air TSP performance and will use a LOW, LOC, or non-use as necessary.
8. Evaluations will be based on a continuous four quarter cycle. TSPs will have the ability to appeal SDDC decisions and/or present their case during a Transportation Review Board (TRB) in situations where disqualification is considered. Note SDDC reserves the right to place TSPs in nonuse and/or disqualification outside the table for egregious one-time incidents. TSPs are encouraged to actively review their performance in CPM and remedy the cause of any failures. TSPs are also reminded to annotate their remarks of reported incidents in CPM as both shipper and TSP remarks are important as SDDC uses them to adjudicate disagreements.
9. TSPs should not contest service failures and associated shipper actions directly with SDDC without first attempting to resolve the alleged service failure/action with the responsible shipper. Shippers and TSPs should address issues with SDDC when parties cannot come to an agreement.

### **C. TSP NOTIFICATIONS**

1. Letter of Concern (LOC). A LOC may be issued by SDDC for TSP performance issue(s) or trends determined as not meeting minimum performance standards. A LOC gives the TSP an opportunity to take corrective action prior to SDDC/USTRANSCOM issuing an LOW or Non-Use action. A LOC may be issued based on the following incidents including, but not limited to: minor infractions; possible concerns raised by the DoD community; or downward trends in TSP's performance (i.e., rising numbers of service failures throughout the DoD enterprise).
2. LOW. A LOW is issued by a TO or by SDDC/USTRANSCOM to a TSP for unacceptable performance. A LOW serves as notice to a TSP that if violations or performance problems continue, non-use action may follow. The LOW may request the TSP provide additional information on the incident for review. LOWs may precede a notice of non-use, but are not required for serious infractions resulting in non-use action.
3. Letter of Non-Use. Non-use or disqualification action may be taken for specific Incidents of unsatisfactory service or failure to perform, or a record or trend of unsatisfactory service or failure to perform IAW the terms of negotiated agreements, tariffs, tenders of service, or BLs, service agreements, governing SDDC/USTRANSCOM rules publications, or other similar arrangements. With the use of CPM/CPM Web Services, non-use action can be from specified BLOCs or SPLCs and can be narrowed down to non-use for shipments requiring specified Accessorial Services. A Letter of Non-Use will advise TSPs of the period of non-use, the reinstatement date, and of appeal procedures. A shipper may place a TSP in local non-use for up to 90 days for shipments originating from their activity AOR followed by a 90-day probationary period. While under probation, any additional service failures can result in additional non-use action.
4. Disapproval from the Freight Carrier Registration Program (FCRP) may be taken by SDDC against individuals and affiliates of a TSP(s) for conduct or action which is inappropriate, unethical, or violates any provision of DOT or SDDC regulations and policies. In severe cases, SDDC may conduct Transportation Review Boards (TRBs) per guidance in SDDC Regulation 15-1, Procedure for Disqualifying and Placing Transportation Service Providers (TSP) in Non-Use. TRBs are used to determine if further non-use action or disqualification is necessary. Disqualification is the act by HQ SDDC of excluding a TSP or TSP employee from participating in DoD transportation programs. Only SDDC/USTRANSCOM has disqualification authority. Disqualification may be taken by SDDC/USTRANSCOM as a result of no or insufficient response on a non-use action and/or a result of FAK TRB or AE TRB hearing findings and determination. Disqualification action may be taken independently by SDDC/USTRANSCOM, or a TO may request SDDC/USTRANSCOM disqualify a TSP, if a TSP or its representative commits a violation that is so egregious that the TO believes it warrants a disqualification action. Refer to SDDC Regulation 15-1 for further information.
5. Reporting timeframes. Service failures need be entered into CPM within 15 days

from the date of the alleged incident. LOC, LOW and non-use actions need to be initiated within 20 days from date of the latest service failure.

#### **D. TSP APPEAL**

1. A TSP may appeal a non-use action in writing to the office that initiated the non-use action within 15 calendar days. Offices that initiated non-use action will respond to any appeals from TSP within seven business days.
2. If the appeal is denied, the TSP may appeal those decisions via e-mail or United States Postal Service Registered Mail to the further appeal authority which is determined by the level of the office that initiated the action-- either the installation CDR, USTRANSCOM or SDDC's Chief, Domestic Carrier Management Branch. The appeal authority may be based on the severity of the TSP's infraction.
3. If the shipper selects the installation CDR as the further appeal authority and the installation CDR denies the appeal, the TSP may appeal those decisions to SDDC's Carrier Performance Branch, except when the TSP is an air carrier, the appeal will reside with USTRANSCOM. SDDC and USTRANSCOM are the final appeal authorities. Appeals must be received via email or USPS registered mail.
4. It is the responsibility of each TSP to review their performance data in CPM. Comments from both the shipping activity and the TSP contribute greatly to the CPM data appeal adjudication process. TSPs are able to leave comments in the Remarks block of a CPM incident, and are encouraged to contact the reporter/shipper that wrote up the incident when disputing individual service failures. Shipping activities will respond to disputes from TSPs regarding specific CPM incidents within seven business days.
5. SDDC/USTRANSCOM will review appeals only if the TSP has done their due diligence in resolving incident issues at the local level first. If appealing to SDDC, forward appeal to: [usarmy.scott.sddc.mbx.carrier-performance@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-performance@army.mil) or SDDC, Chief, Special Requirements Branch, 1 Soldier Way, Building 1900W Scott AFB, IL 62225-5006. For air TSP, submit appeals to email address: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
6. Shipping activities or SDDC may resolve incidents in CPM if errors with incident recording have occurred or following a successful appeal from a TSP.

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

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

**A. ADVANCING CHARGES (045)**

1. TSPs shall advance, for subsequent collection from the Government, the lawful charges incurred for pier, wharf, or stevedore service; for custom house and in bond service; and for special bonds or tolls required by state or other governmental authority for transportation of a shipment, which because of its size, shape, weight, or hazard requires such bonds or tolls for movement over the streets or highways.
2. TSP will identify charges listed above which require reimbursement on the BL or EDI transaction submitted via TPPS. The TSP will retain valid receipts and any other documentary evidence to support these claims for three (3) years.
  - a. The charge for advancing monies shall be 045(1) \$\_\_\_ per advance.

**B. TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES**

1. Surface TSPs providing protective services compatible with each other shall be paid for both services. TSPs providing protective services incompatible with each other shall be paid only for the most expensive service. For incompatible accessorial, TSPs will not be paid for both services. The rate for the highest level service indicated includes those additional lower level services. Air TSPs see Section F.

Protective Service	Incompatible With	Compatible With
<b>CIS</b>	DDP, PSS, 675	SNS, SEV, DCS
<b>DDP</b>	675, CIS, PSS	SNS, SEV, DCS
<b>PSS</b>	675, CIS, DDP	SNS, SEV, DCS
<b>SEV</b>	NONE	ALL
<b>SNS</b>	NONE	ALL
<b>DCS</b>	NONE	ALL

**C. ASSISTANCE BY GOVERNMENT PERSONNEL TO TRANSPORT SERVICE PROVIDERS**

1. For the purpose of promoting safety, expediting transportation, and delivering shipments of explosives and other dangerous articles, the military services may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of such Government-owned shipments being transported or stored by TSP.
2. Upon a TSP’s request for assistance by government, government employees may be provided in unusual or emergency circumstances for the benefit of the TSP. However, the TSP may be held financially responsible for all actual costs and expenses incurred by DoD (including salaries and wages paid by DoD) that inure to the benefit of the TSP. DoD personnel act and perform in these instances as government employees in

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an advisory capacity to directly benefit the TSP. DoD personnel assigned to assist TSP will retain their status as employees of the United States Government and, as such, are entitled to all of the benefits afforded U.S. government employees as provided by law. In no event shall DoD recognize or submit to any action for property damage in connection with such assistance furnished by DoD employees, when actual labor supervision or other services are performed at the TSP's request. It is not the intention of this provision that DoD employees compete with private industry where services can be readily provided by the private sector.

3. Disqualification may be taken by SDDC/USTRANSCOM as a result of no or insufficient response on a non-use action and/or a result of FAK TRB or AE TRB hearing findings and determination. When a TSP requests DoD personnel provide assistance, the TO will prepare a self-addressed letter in the form of a request for DoD service that must be signed by an authorized representative of the TSP. The letter will state that the TSP acknowledges responsibility for performance of the services requested from DoD, and that performance of the services by DoD personnel does not relieve the TSP of liability. When assistance is provided under emergency conditions, where a delay might contribute to further hardships or possible disaster, the letter shall be prepared and signed after the service is performed.
4. Collection of payments for services rendered under this item shall be in accordance with user charges of the DoD Financial Management Regulations.
5. A TSP will not be billed or held responsible for any service performed by DoD personnel not specifically requested by the TSP.
6. Motor TSP will find a suitable Secure Holding Installation/Activity from the Transportation Facility Guide (TFG). However, during an emergency, the TSP can coordinate with SDDC DTTS for assistance accessing a Secure Holding Installation/Activity.

### **D. NON-APPLICABLE CHARGES/ TRANSPORTATION SERVICE PROVIDER LIABILITY**

1. The TSP shall not charge any detention, demurrage or storage charges against any DoD sponsored shipment when the delay is caused by acts or omissions beyond DoD, its contractors, or its agents' control.
2. Freight shall be delivered in the same condition as received at origin. Any damage or loss shall be the responsibility of the TSP unless due to *force majeure*.
3. Shortages in outturn, undue delays, mis-deliveries, damage or loss of cargo arising or resulting from factors stated above, will not be held against the TSP.
4. Rail TSPs shall be subject to full liability as provided in Title 49, Subtitle IV, part A, Section 11707 of the USC, Annotated (USCA), except where the shipment is released at an agreed upon value based upon a released rate as noted on the BL.

**E. TRANSPORTATION SERVICE PROVIDER CARGO LIABILITY (LIE)**

*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.*

1. FAK — Except Crated HHG or personal effects:
  - a. For all FAK shipments as defined in Items 39 or 43, weighing less than 15,000 pounds, TSP liability for lost and/or damaged cargo shall be limited to \$50,000 or the actual amount of the loss and/or damage to the article(s), whichever is less. TSP will provide increased liability coverage for LIE (1) \$\_\_\_ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.
  - b. For all FAK shipments weighing 15,000 pounds or more, TSP liability for lost and/or damaged cargo shall be limited to \$150,000 or the actual amount of the loss and/or damage to the cargo, whichever is less. TSP will provide increased liability coverage for LIE (2) \$\_\_\_ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.
  - c. For all FAK shipments containing crated HHG or personal effects 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.
2. FAK shipments governed by this publication are subject only to the released liabilities stated above.
3. Seventy-two (72) hours' notice shall be given to the TSP prior to expected pick-up date for shipments that require additional cargo liability insurance.

**F. MODE SUBSTITUTION**

1. 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. However, in no event shall any TSP be permitted under this provision to utilize multi-modal service that will:
  - a. Result in additional charges to the government;
  - b. Be used to procure any person or company that does not have lawful operating authority for the mode selected, or
  - c. Operate to reduce or eliminate the level of liability of the TSP under the original terms and conditions of the BL.

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2. TSP shall be permitted to substitute trucks for other modes of shipment when situations such as severe weather, mechanical failure, or other causes exist that are beyond the shipper's or TSP's control. The TSP shall remain primarily liable for any loss or damage to the shipment. In no event may motor TSP, freight forwarders, rail TSP, or water TSP utilize multi-modal service in order to avoid application of the Carmack Amendment or the terms and conditions set forth on the BL, or to otherwise circumvent the legal requirement that all TSP have proper operating authority for the shipment or the leg of the shipment at issue.
3. Multi-modal service may not be used for DoD shipments when:
  - a. The shipment contains transportation protective services (TPS);
  - b. The "VIA" space on the BL has been annotated: "Multi-modal service not to be used."

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

1. Stop-off in transit service (SOC) can consist of up to three stops between origin and destination. Stop-off service will apply only on shipments subject to truckload rates.
2. Charges
  - a. Line-haul:
    - i. When rate qualifiers are based on weight or volume (e.g. PG, PH, ST), the line-haul charges in Section D or Tables B or C in Section E of the DoD tender, shall be based on the actual or minimum weight or volume (whichever is greater) applying from point of origin to final destination, subject to the excess mileage charge described in subparagraph 2.a.iv below for out-of-route mileage.
    - ii. When rate qualifiers are based on distance (e.g. PM), and the mileage through the stop-off point(s) exceeds the direct mileage from origin to destination, the line-haul charges shall be based on applicable mileage from point of origin via the stop-off point(s) to final destination.
    - iii. When rate qualifiers are based on both (i) weight, volume or other measurement unit, and (ii) distance (e.g. PJ, PY, PQ, PZ), the line-haul charges shall be based on the actual or minimum weight, volume or other measurement unit (whichever is greater), and the applicable mileage from point of origin via the stop-off point(s) to final destination.
    - iv. When line-haul charges are determined under any of the following:
      - (1) Paragraph 2.a.i above, or
      - (2) Rate Qualifiers DL, PL or PV in Section D of the DoD tender, or
      - (3) Qualifier DL in Table B of Section E of the DoD tender,
      - (4) And the applicable mileage from point of origin via the stop-off point(s)

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exceeds the direct applicable mileage from origin to destination, all excess mileage shall be subject to an added charge of SOC(1) \$\_\_\_ per mile.

- b.** Charges. The charge for stop-off service shall be SOC(2) \$\_\_\_ for each stop, excluding the initial pickup and final delivery.
- c.** For multiple deliveries on the same installation/facility, Split Delivery (SDL) charges apply. See Item 71.

### **H. RECONSIGNMENT OR DIVERSION (RCC)**

- 1.** Reconsignment or Diversion service shall be provided by the TSP subject to the following:
  - a.** 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.
  - b.** Only entire shipments may be reconsigned.
    - i.** TSP will charge RCC (1) \$ \_\_\_ per shipment when changed from original consignee/ destination. TSP will also be entitled to the applicable published accessorial and line-haul rates from origin to new destination via the interception point. Assessment of line haul minimum charges shall be based on actual total miles travelled from origin via intercept point to new destination.
    - ii.** Rates shall be negotiated when TSP do not have an applicable tender on file to or from the interception point.
    - iii.** Shipments moving within the property perimeter of the DoD facility or DoD contractor facility are entitled to Relocation (RLS) Item 67.
- 2.** Payment of all charges for Reconsignment/Diversion shall be the responsibility of the requestor.
- 3.** When a shipper or consignee refuses, rejects, or requests a shipment be returned to origin, return movement shall be subject to rate of original inbound movement or to the rate applicable for return movements, whichever is less. TSP will obtain a BL from the party requesting return. Charge for returned freight shall be applicable to return/refusal/rejected shipment rate of RCC (2) \$\_\_\_. Returning a shipment to the point of origin will not be interpreted as a continuous movement.
- 4.** For tank truck, the TSP shall receive a minimum return charge subject to a minimum of half the amount (in gallons) that was transported.
- 5.** Time waiting for return paperwork after expiration of free time is considered unloading time and subject to detention charges.
- 6.** See Section F, Item 475 for Reconsignment/Diversion instructions for air shipments.

**I. STORAGE (SRG)**

1. DoD freight that is held in possession of the TSP by reason of an act or omission of the consignor, consignee or owner, or for customs clearance or inspection or for any reason not the fault of the TSP, shall be considered stored, subject to the following conditions and charges. Storage applies to the time frame between pickup of DoD freight at origin is complete and before unloading starts at destination. Refer to Item 21 for information regarding free time for loading/unloading and detention charges.
  - a. Freight that arrives to the consignee's offloading location and within the consignee's official offloading hours, but is not offloaded prior to the end of the consignee's official offloading hours is considered stored. Freight that has not arrived at the consignee's location before the published offloading hours is considered in-transit and not subject to storage charges. Storage charges on freight in TSP's possession awaiting offload shall begin at the end of the consignee's official offloading hours and will remain in storage status until offloaded. The TSP will provide written notification to the consignee and the Issuing Officer on the BL that the freight is in storage within 24 hours of placing the freight into storage. Additional documentation may be required to establish storage charges.
  - b. Storage charges for freight with Transportation Protective Services (TPS) requiring secure holding are granted under the following conditions:
    - i. TSPs must conform to the consignee's TFG delivery instructions. TSPs must meet DoD standard transit time or RDD (whichever is shorter).
    - ii. TSP forced to stop in secure holding after shipment pickup due to consignee unable, or unavailable to offload on the anticipated arrival day.
      - (1) TSP's anticipated arrival at destination must be based on continuous movement of the shipment. Shipments that must stop in secure holding due to Federal and State regulations on driver duty-day limitations are not authorized storage.
      - (2) TSP must notify the consignee in writing of their anticipated arrival and/or request an appointment IAW the consignee's TFG.
      - (3) TSP must be given later arrival instructions or appointments by the consignee.
      - (4) TSPs are not authorized storage charges if consignee arrival instructions or alternate appointment is for the same day as the TSP's anticipated, or scheduled arrival.
    - iii. TSPs whose confirmed appointment is changed by the consignee to a later date after shipment pickup.
      - (1) TSPs who receive an alternate appointment for the same day as their original appointment will not be authorized storage charges.
    - iv. Storage charges will begin at the end of the consignee's offloading hours on

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the date the TSP communicated anticipated arrival or their originally requested/scheduled appointment and will end at the beginning of the confirmed appointment or when actually offloaded, whichever is earlier.

- c.** For DoD receiving locations requiring appointments:
    - i.** Freight that arrives to the consignee’s location prior to a scheduled offloading appointment is considered stored. The freight must arrive within the consignee’s published offloading hours to qualify for storage. Freight arriving after published offloading hours is considered still in transit.
    - ii.** Storage charges shall begin upon TSP’s written notification to the consignee that the freight is locally available to immediately begin offloading and will remain in storage status until offloaded or the scheduled offloading appointment, whichever is earlier.
    - iii.** Storage charges are not allowed if freight arrives on the same day as the scheduled appointment.
    - iv.** Storage charges are not allowed if freight arrives after scheduled offloading appointment.
  - d.** Attaching reports from integrated GPS/tracking systems in the conveyance to the written notification to the consignee is encouraged.
  - e.** Non applicable charges, as referenced in this part, Paragraph D.
  - f.** In instances of “hostage freight,” TSP, and their subcontractors, shall be prohibited from exercising state warehousemen’s liens, or any other liens arising under state law, or from selling U.S. government property to satisfy accrued storage or other transportation charges. TSP shall at all times be responsible for the acts of their subcontractors, and will ensure that subcontractors are fully paid according to the terms of any subcontract for storage or transportation charges in order to eliminate “hostage freight situations, and the unlawful exercise of a state lien on federal property by subcontractors. Hostage freight situations may also be reviewed by a TSP review board to administratively determine whether a TSP is financially responsible, where a TSP fails to pay justly owed sums to one of its subcontractors. SDDC shall also have the option to conduct TSP review boards to determine whether a TSP should be held liable for damages caused to the government in a “hostage freight” situation, and file any claims as required.
- 2.** Shipments in storage shall be subject to the following charges:
- 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.
  - b.** Shipments weighing 10,000 pounds or more shall be subject to Storage charges of SRG (2) \$\_\_\_ per day, prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.

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- c. Shipments stored in the carrier's possession after free time has expired shall be subject to a charge of SRG (3) \$\_\_\_ per day, prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per tank vehicle or pipeline shipment.
- d. Subject to a minimum charge of SRG (4) \$\_\_\_ per shipment.
- e. Should the TSP experience challenges in scheduling delivery that may result in storage, the Issuing Officer on the BL 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 BL within 24 hours of freight being placed into storage, this may impact, at the Issuing Officer's discretion, full reimbursement of storage charges.

### **J. GOVERNMENT CARGO RECOVERY EFFORT PROGRAM FOR ASTRAY FREIGHT**

1. The GOCARE program provides DoD a method to recover lost and astray freight shipments contained in the TSPs warehouse and/or terminal. TSPs may not utilize salvage yards to store astray freight that is DoD owned. DoD approved carriers are required to actively participate in the GOCARE program and comply with the program requirements.
2. TSPs are required to provide terminal information for all locations to SDDC annually. Terminal information should include; address, POC, telephone number and email address. TSPs may email terminal information to SDDC at: [usarmy.scott.sddc.mbx.go-carriers@army.mil](mailto:usarmy.scott.sddc.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.
3. TSPs reporting DoD astray freight findings shall adhere to the following GOCARE procedures:
  - a. 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).
  - b. 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.
  - c. Freight with DoD identifying marks may be left with the TSP until forwarding instructions are received from the DoD GOCARE representative.

- d.** 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".

## **K. WEIGHT LIMITATIONS**

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

## **L. WEIGHT VERIFICATION**

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

  - a.** The TSP shall be responsible for requesting a BL correction notice from the issuing officer, who will issue the corrected BL.
  - b.** The TSP will submit the reweigh ticket to the issuing officer within 3 government business days of delivery notification. Submitting a copy of the reweigh ticket through the TPPS is acceptable. Back up for invoices transmitted via EDI will take longer than 3 government business days to transmit. Minimum required data on a reweigh ticket shall include the TSP's name, TSP's shipment identification number (sometimes referred to as a "Pro number"), BL number, date of reweigh, and the verified weight.
  - c.** Reweigh charges shall be void if a reweigh ticket is not provided or made available electronically to the issuing officer within 3 government business days of delivery.
- 4.** Upon overweight verification at DOT scales if shipment must be returned to origin for weight correction, TSP may submit charges for return mileage via an eBill through the currently authorized Third Party Payment System (TPPS).

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5. If a TSP is fined for being overweight at the first weigh station outside of the pickup location, the TSP may issue an eBill for an amount equal to the fine. It shall be the responsibility of the TSP to issue supporting documentation to the origin TO through the currently authorized TPPS prior to payment of the fine. It shall be the responsibility of the driver to ensure obvious discrepancies in weight are resolved prior to departure at origin. An eBill may be submitted for the fine only if the fine is due to an incorrect shipment weight on the original BL.
6. If a TSP does not verify weight of the shipment, DoD will not be responsible for any fines or penalties associated with excess gross vehicle weights.
7. Rail TSP will verify weight of any shipment upon request by shipper while shipment is still in the custody of TSP and scales are available. TSP may apply charge of WTV (1) \$\_\_\_ per shipment, or per railcar.
8. If railroad verifies weight, a TSP may only charge the difference between billed weight and actual weight if the actual weight exceeds the billed weight by greater than two percent.

### **M. FUEL SURCHARGE (Does not apply to air)**

1. Section 884 of the 2009 National Defense Authorization Act requires any government paid fuel rate adjustment, also known as a fuel related surcharge (FS), arising from a DoD transportation contract and funded by government funds be paid, to the maximum extent practicable, to the cost bearer of the fuel. The cost bearer is the person who actually incurred the cost of providing the fuel used for the motor transportation.
2. The use of the terms motor carrier, freight forwarder, and broker in this Item have the same definition as those provided in 49 U.S.C. 13102.
3. Each TSP must provide all drivers, owner operators, motor TSPs, freight forwarders, or brokers notice that the cost bearer who transports cargo is entitled to any FS charge paid with government funds. The TSP must identify any shipment that is entitled to a federally funded FS payment.
4. The TSP has the responsibility to ensure the FS payment goes to the cost bearer. The TSP shall insert a flow-down clause requiring the pass-through of the FS payment to the cost bearer in all its transportation subcontracts and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. Include the flow-down clause in all contract tiers. The clause will require paying the FS to the cost bearer within thirty (30) business days of the receipt of the FS payment. If there is more than one cost bearer, then the TSP pays each cost bearer his or her share of the FS payment based on the motor transportation miles provided by each cost bearer.
5. The TSP must include and require a flow-down clause in all its contracts, subcontracts, and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. The contracts,

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

6. TSP's who fail to comply with the requirements of this provision may be subject to an administrative determination to place the TSP in non-use or suspension status.
7. Fuel surcharge fees not authorized for modes K, L and M air shipments.

### **N. SHIPMENTS IN CONTINUOUS MOVEMENT**

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

### **O. SHIPMENT STATUS**

1. TSP shall provide status of any awarded shipment upon request by SDDC, shipper or consignee within 2 hours.

### **P. TRANSPORTATION SERVICE PROVIDER MOVEMENT OF DoD VEHICLES/FREIGHT**

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

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

1. This Section incorporates the requirements of the FY19 into the MFTURP.
2. Definitions:
  - a. Covered telecommunications equipment or services means:



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- c.** Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.
  - d.** Backhaul means: intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (e.g., connecting cell phones/towers to the core telephone network). Backhaul can be wireless (e.g., microwave) or wired (e.g., fiber optic, coaxial cable, Ethernet).
  - e.** Interconnection arrangements means: arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (e.g., connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.
  - f.** Roaming means: cellular communications services (e.g., voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.
  - g.** Substantial or essential component means: any component necessary for the proper function or performance of a piece of equipment, system, or service.
  - h.** A reasonable inquiry is an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity. A reasonable inquiry need not include an internal or third-party audit.
  - i.** Possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity. A reasonable inquiry need not include an internal or third-party audit.
- 3. Prohibitions.**
- a.** Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception (below in subparagraph (c)) applies or the covered telecommunication equipment or services are covered by a waiver issued by the Secretary of Defense.
  - b.** Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that

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uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless the covered telecommunications equipment or services are covered by a waiver described in paragraph 6(c) of this subparagraph. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract. Nothing in the prohibition shall be construed to (1) prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or (2) cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles.

### 4. Reporting Requirements.

- a.** In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (4)(b) (see below) to the Transportation Officer, Ordering Officer, or Contracting Officer who procured the transportation services, to the SDDC G3 Freight Carrier Management Program office ([usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)), and to the Defense Industrial Base Cybersecurity Information website (<https://dibnet.dod.mil>).
- b.** The Contractor shall report the following information pursuant to paragraph IV(a) above:
  - i.** Within one (1) business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.
  - ii.** Within ten (10) business days of submitting the information in paragraph IV(B)(1): any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

### 5. Subcontracts.

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

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### 6. TSP Representations.

- a.** TSPs must provide representations to the Government regarding whether the entity will provide covered telecommunications equipment or services to the government, and (after conducting a reasonable inquiry) whether the TSP uses covered telecommunications equipment or services. TSPs must alert the Government if covered telecommunications equipment or services are discovered during contract performance. Specifically, TSPs must certify that:
  - i.** It will provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument resulting from this tender of service. The TSP shall provide the additional disclosure information required at paragraph 6(a) if the TSP responds “will” in this paragraph; and
  - ii.** After conducting a reasonable inquiry, for purposes of this certification, it [ ] does, [ ] does not use covered telecommunications equipment or services, or use any equipment, system, or service that uses covered telecommunications equipment or services. The TSP shall provide the additional disclosure information required at paragraph 6(b) if the TSP responds “does” in this paragraph.
- b.** This declaration must be made in the Freight Carrier Registration Program (FCRP). New carriers, upon registering, will indicate whether they are in compliance with the NDAA. Carriers who are already registered in FCRP would enter the application and make the same declaration. Carriers who fail to provide this information will be automatically placed in a disapproved status until the accurate representation is made; such carriers will be automatically reapproved when the certification requirement was been met.

### 7. Exceptions.

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

### 8. Waivers.

- a.** If a TSP represents they “will” or “does” under paragraph 6(b) above, the Agency may initiate a waiver request.
  - i.** The Secretary of Defense has authority to grant a one-time waiver from FY19 NDAA Section 889(a)(1)(B) on a case-by-case basis that will expire no later than August 13, 2022.
  - ii.** Waivers can be pursued if TSP uses covered equipment or services and no exception applies.

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- iii.** Waivers may take weeks to obtain; where mission needs do not permit time to obtain a waiver, DoD agencies may reasonably choose not to initiate one and to move forward and make award to a TSP that does not require a waiver.
- iv.** If a waiver is granted, with respect to particular use of covered telecommunications equipment or services, the contractor will still be required to report any additional use of covered telecommunications equipment or services discovered or identified during the shipment performance period.

### **9.** Processing Exceptions and Waivers.

- a.** Exceptions may be recognized by SDDC or USTRANSCOM. Waiver requests will be forwarded to the Secretary of Defense for consideration as required.
- b.** Before an exception or waiver can be pursued, the TSP must make certain disclosures:
  - i.** If the TSP has responded “will” in the certification in paragraph VI(A)(1) above, TSP shall provide the following information:
    - (1) For covered equipment:
      - (a.) The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the original equipment manufacturer (OEM) or a distributor, if known);
      - (b.) A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and
      - (c.) Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).
    - (2) For covered services:
      - (a.) If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or
      - (b.) If not associated with maintenance, the Product Service Code (PSC) of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).
    - (3) The provision of a waiver does not alter or amend any other requirements of U.S. law, including protections for sensitive sources and methods. In

particular, any waiver issued pursuant to these regulations is not authorization by the U.S. Government to export, re-export, or transfer (in-country) items subject to the Export Administration or International Traffic in Arms Regulations (15 CFR 730-774 and 22 CFR 120-130, respectively).

## **R. EXECUTIVE ORDER 13950 – COMBATING RACE AND SEX STEREOTYPING**

1. This Section incorporates the requirements of Executive Order 13950, Combating Race and Sex Stereotyping. EO 13950 became effective immediately when signed on September 22, 2020, but the requirements for federal contractors and subcontractors apply to contracts entered into 60 days after the date of the Executive Order, which is November 21, 2020.
2. EO 13950 provides that, except in contracts exempted in the manner provided by section 204 of Executive Order 11246 of September 24, 1965 (Equal Employment Opportunity), as amended, all Government contracting agencies shall include in every Government contract entered into on or after November 21, 2020, certain language to ensure compliance with the Executive Order. During performance of this contract (to include non-FAR contracts), the contractor agrees as follows:
  - a. The contractor shall not use any workplace training that inculcates in its employees any form of race or sex stereotyping or any form of race or sex scapegoating, including the concepts that (a) one race or sex is inherently superior to another race or sex; (b) an individual, by virtue of his or her race or sex, is inherently racist, sexist, or oppressive, whether consciously or unconsciously; (c) an individual should be discriminated against or receive adverse treatment solely or partly because of his or her race or sex; (d) members of one race or sex cannot and should not attempt to treat others without respect to race or sex; (e) an individual's moral character is necessarily determined by his or her race or sex; (f) an individual, by virtue of his or her race or sex, bears responsibility for actions committed in the past by other members of the same race or sex; (g) any individual should feel discomfort, guilt, anguish, or any other form of psychological distress on account of his or her race or sex; or (h) meritocracy or traits such as a hard work ethic are racist or sexist, or were created by a particular race to oppress another race. The term "race or sex stereotyping" means ascribing character traits, values, moral and ethical codes, privileges, status, or beliefs to a race or sex, or to an individual because of his or her race or sex, and the term "race or sex scapegoating" means assigning fault, blame, or bias to a race or sex, or to members of a race or sex because of their race or sex.
  - b. The contractor will send to each labor union or representative of workers with which the contractor has a collective bargaining agreement or other contract or understanding, a notice to be provided by the SDDC at <https://www.sddc.army.mil/dms/Pages/default.aspx> or <https://www.sddc.army.mil/ims/Pages/default.aspx>, advising the labor union or



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transiting the TSP's information systems or networks.

- ii. Should a TSP become aware of a cyber incident potentially affecting DTI, provide a notification as soon as practicable, preferably within 72 hours after discovering a cyber-incident, to the USTRANSCOM Cyber Operations Center (CyOC) via phone at (618) 817-4222 or email at: [transcom.scott.tcj6.mbx.cyoc-dodin-operations@mail.mil](mailto:transcom.scott.tcj6.mbx.cyoc-dodin-operations@mail.mil). The CyOC will contact SDDC Cyber Mission Assurance at 618-220-2099 and [usarmy.scott.sddc.mbx.mission-assurance-cyber@army.mil](mailto:usarmy.scott.sddc.mbx.mission-assurance-cyber@army.mil).
- iii. The TSP may be asked to provide follow-on cyber-incident reports to the USTRANSCOM CyOC until the incident has been resolved.

### c. Special Considerations for Rail

- i. Each freight railroad carrier identified in 49 CFR 1580.101 and other TSA-designated freight railroads will comply with Transportation Security Administration Security Directive 1580-21-01A, which applies to all freight railroad carriers (Owner/Operators) described in 49 CFR 1580.101 and other TSA-designated freight railroads and requires four critical actions:
  - (1) Designate a Cybersecurity Coordinator who is required to be available to TSA and the Department of Homeland Security's Cybersecurity and Infrastructure Security Agency (CISA) at all times (all hours/all days) to coordinate implementation of cybersecurity practices, and manage of security incidents, and serve as a principal point of contact with TSA and CISA for cybersecurity-related matters.
  - (2) Report cybersecurity incidents to CISA.
  - (3) Develop a Cybersecurity Incident Response Plan to reduce the risk of operational disruption should their Information and/or Operational Technology systems be affected by a cybersecurity incident.
  - (4) Conduct a Cybersecurity Vulnerability Assessment using the form provided by TSA and submit the form to TSA. The vulnerability assessment will include an assessment of current practices and activities to address cyber risks to Information and Operational Technology systems, identify gaps in current cybersecurity measures, and identify remediation measures and a plan for the Owner/Operator to implement the remediation measures to address any identified vulnerabilities and gaps.

### d. Confidentiality and Non-Attribution Statement

- i. The Government may use and disclose reported information as authorized by law and will only provide attribution information on a need-to-know basis to authorized persons for cybersecurity and related purposes (e.g., in support of forensic analysis, incident response, compromise or damage assessments, law enforcement, counterintelligence, threat reporting, and trend analysis). The Government may share threat information with other USTRANSCOM industry partners without attributing or identifying the affected TSP.

## VII. CLAIMS AND DISPUTES

### A. CLAIMS

1. A TSP will address and respond to claims for loss and damage IAW regulations in 49 CFR, Part 1005.2, Filing of Claims; and, if applicable, 41 CFR, Parts 102-117 and 102-118.
2. A TSP will process claims for overcharges/undercharges, shortages, damages, and any other transportation discrepancies through the issuing TO. Use of Transportation Discrepancy Reports (TDRs) via the Discrepancy Identification System (DIS) application in GFM must be processed IAW DTR Part II, Chapter 210, and Appendix I, and the DIS User Manual (available on the GFM home page). TSPs must monitor DIS regularly and reply to all TDRs that have been addressed to them within 30 calendar days.

### B. DISPUTE RESOLUTION

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

- a. General freight/military vehicles/AA&E:

HQ, SDDC  
ATTN: G3, Domestic Movement Support  
1 Soldier Way, Building 1900W  
Scott AFB, IL 62225  
[usarmy.scott.sddc.mbx.cost-questions@army.mil](mailto:usarmy.scott.sddc.mbx.cost-questions@army.mil)

- b. DPM HHG Shipments:

USTRANSCOM  
ATTN: TCJ9 Defense Personal Property Management Office  
508 Scott Drive, Building 1900W  
Scott AFB, IL. 62225  
[transcom.scott.tcj5j4.mbx.ppty@mail.mil](mailto:transcom.scott.tcj5j4.mbx.ppty@mail.mil)

- c. Air TSPs:

USTRANSCOM  
ATTN: Commercial Services Branch  
508 Scott Drive, Bldg 1900E  
Scott AFB, IL 62225  
[transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)

**d. BULK FUEL COMMODITIES:**

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

2. TSP has 36 months from date of delivery to initiate possible claim or dispute.
3. SDDC can assist in providing the government's position on the dispute and offer a written decision to TO and TSP.
4. When DoD and TSP records conflict, DoD records take precedence.
5. Defense Logistics Agency Energy can respond in writing to this appeal and forward its decision with supporting documents within 60 days.
6. TSP can appeal SDDC's/USTRANSCOM's/DLA's position to General Services:

Transportation Audits Division  
U.S. General Services Administration  
Attn: Accounts Section  
1800 F Street NW  
3rd Floor, Mail Hub  
3400 Washington, DC 20405  
[Protests@gsa.gov](mailto:Protests@gsa.gov)

**VIII. BULK FUEL COMMODITIES:**

1. BULK FUEL COMMODITIES: TSP may submit an appeal in writing within 60 days regarding any dispute rendered by the DoD to:

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

2. Defense Logistics Agency Energy can respond in writing to this appeal and forward its decision with supporting documents within 60 days.
3. TSP can appeal SDDC's/USTRANSCOM's/DLA's position to General Services:

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Transportation Audits Division  
 U.S. General Services Administration  
 Attn: Accounts Section  
 1800 F Street NW  
 3rd Floor, Mail Hub 3400  
 Washington, DC 20405  
[Protests@gsa.gov](mailto:Protests@gsa.gov)

**IX. EMERGENCY NOTIFICATION INFORMATION**

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

**Table 1 – Contact Information:**

Issue	Point of Contact	Telephone
GOCARE (astray) freight, hours of operation, 0800-1630, M-F	SDDC GOCARE	(618)220-5914
Surface Freight All Kinds (FAK) accidents, incidents, delays in transit—any damage, signs of pilferage, or theft must be reported immediately.	SDDC Command Operations Center (COC)	(618)220-4262
Air Freight All Kinds (FAK) accidents, incidents, delays in transit--any damage, signs of pilferage, or theft must be reported immediately.	USTRANSCOM,TCJ4-LC	(618)817-5773, DSN 817-5773
Accidents, incidents, or other emergencies involving placarded DoD hazardous cargo other than munitions, explosives, or radioactive materials	DoD Hazardous Material (HAZMAT) Hotline	1-800-851-8061
Radioactive Materials	Army Operations Center (AOC)	(703) 697-0218/0219
Issue	Point of Contact	Telephone

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Radioactive Materials	Navy/USMC	Use 24-hour emergency response number provided by activity.
Radioactive Materials	Air Force	(202) 767-4011
Radioactive Materials	DLA	1-800-851-8061/804-279-3131
Radioactive Materials (Rail)	Naval Reactors Laboratory Field Office	(412) 476-5000
Hazardous Material Spills	National Response Center	1-800-424-8802 and (202) 267-2675
National Agency Check Verification	DCSA	1-800-375-5283
For general questions, policy interpretation, hours of operation are 0700-1730	SDDC Customer Service	1-800-526-1465
Arms, Ammunition and Explosives accidents, emergencies and incidents, call Army Operations Center (AOC) in addition to notifying SDDC DTTS.	AOC	1-703-695-4695/4696
For any incident or accident involving Satellite Motor Surveillance shipments, notify DTTS.	SDDC DTTS	1-800-826-0794/(618)220-5060/DSN770-5060

2. For emergency bulk fuel issues, contact the following:

**Table 2 – Bulk Fuel Contact Information**

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

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

## **I. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER INFORMATION**

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

### **ITEM 1 – TRANSPORTATION SERVICE PROVIDER SECURITY CLEARANCE REQUIREMENTS**

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

### **ITEM 3 – TRAILER SECURITY REQUIREMENT**

1. In accordance with DoD 5100.76M, TSP-provided trailer door hinges and hasps used to haul AA&E shall be installed to preclude removal when doors are closed and locked. Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting. Customs-Trade Partnership Against Terrorism (C-TPAT) rear doors are acceptable without track welding or riveting the hinges.
2. Door Hinges: For each door hinge, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut. The use of cotter pin-type fasteners for hinge pins is not acceptable as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. This requirement applies to each hinge pin.



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delivery date that falls on a non-business day (weekend/Federal holiday) will automatically be the next business day.

- c. Exceptions to standard transit times:
  - i. Remote sites and any location/site accessible only by ferry. Transit times will be determined as listed on the BL RDD.
  - ii. Operational necessity.
  - iii. RDD on the BL is less than the standard transit time (Expedited Service, Item 35, in this section, will apply).
  - iv. Oversize, overweight, or HAZMAT shipments that have movement constraints (i.e., daylight movement only and/or other highway permit related restrictions).
  - v. Shipments under FAR-based contracts.
  - vi. Truck Load (TL) service ordered (excluding SRC I and II) by the Transportation Office with one or more stop-offs on a BL. Each authorized stop-off on the BL will serve as a destination and subsequent origin when calculating transit times.

**Figure 5.1 DoD Standard Transit Time Guide – Standard Commodity Shipments**

TOTAL TRANSIT DAYS – EXCLUDING SATELLITE MOTOR SURVEILLANCE (SNS) (DDP & PSS) SHIPMENTS		
DISTANCE		
MILES	TL	LTL
<=500	1	3
501 – 1000	2	4
1001 – 1500	3	5
1501 – 2000	4	6
2001 – 2500	5	7
>2500	6	7

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

TOTAL TRANSIT DAYS FOR SNS (DDP & PSS) SHIPMENTS			
DISTANCE	PSS	DDP	
MILES	TL / LTL / DROM	TL	LTL /DROM
<=700	1	1	5
701 – 1400	2	2	6
1401 – 2100	3	3	7
2101-2800	4	4	8
>2800	5	5	9

**ITEM 7 – DRIVER IDENTIFICATION/QUALIFICATION REQUIREMENTS**

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

**ITEM 9 – DRIVER INSTRUCTIONS**

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

**ITEM 11 – INSPECTION OF VEHICLES**

1. 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)." TSP must correct any deficiencies found at the time of inspection and take all steps considered necessary to safely transport the shipment. Vehicles determined to have deficiencies that are not corrected at the time of inspection will not be loaded. By signing the DD Form 626, the driver is certifying vehicle maintenance is not required nor scheduled prior to shipment delivery.

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2. For shipments of AA&E, consignor will inspect the motor conveyance according to DD Form 626, in accordance with 49 CFR.

### **ITEM 13 – SEALING OF VEHICLES**

1. Item 31, Exclusive Use of Trailer or Dromedary (EXC) shall apply to all shipments that prohibit loading of additional cargo.
2. Either conveyances sealed by shipper or TSP will not be interpreted as requiring Exclusive Use. When exclusive use or TPS is not ordered, seals applied by the shipper may be removed by the TSP and/or subsequent shippers, however in each instance new seal numbers must be annotated on the BL.
3. 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 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).
4. TSPs will ensure vehicles utilized as AA&E conveyances are sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper. That bolt seal shall meet the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. In addition, the 5/16-inch (NSN: 5340-01-542-7347) and the 3/8-inch (NSN: 5340-01-542-7359) World Bolt Container Seals, manufactured by Tyden Brammall have been tested and approved for use on conveyances used for shipping AA&E, or other manufacturer who is approved.
5. TSPs authorized to provide TPS must equip each vehicle used to transport AA&E with at least one extra approved serialized bolt seal. In the event of an emergency or inspection, the TSP must comply with the request of the on-scene commander or law enforcement agent to break the seal on the conveyance. In such instances, the TSP must provide an unusual delay message (“U” message) to DTTS with the name, agency, and badge number, if applicable, of the enforcement agent completing the seal breakage and inspection. Upon completion the load shall be resealed with a serialized bolt seal, and DTTS shall be notified of the new seal numbers, and the information shall be annotated on the BL.

**ITEM 15 – TRANSPORTING ANIMALS/PETS AND PASSENGERS**

1. Pets. TSPs transporting DoD freight will inform vehicle inspectors or military police of the presence of animals/pets in vehicle cab when entering a DoD installation. Animals/pets shall be leashed, secured or caged prior to arrival at the installation as well as at vehicle inspection and animal/pets must meet all installation requirements, including up-to-date vaccinations.
2. Passengers. Passengers not in compliance with TSP Security Clearance Requirements, Item 1, in this part are not allowed in the vehicle cab while transporting DoD sensitive conventional AA&E or classified (SECRET or Confidential) shipments. For other types of shipments, passengers must meet all installation requirements for entry.
3. For security reasons, and when in agreement with TSP, a DoD employee may be allowed to ride in the cab of the vehicle.

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

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

**ITEM 17 – CAPACITY LOADS**

1. Shipments are considered capacity loads (also known as “loaded to full capacity”, “loaded to capacity”) when it occupies the full visible capacity of a vehicle (as more fully defined in paragraph 2 below). Shipments are to be considered as capacity loads if:
  - a. It occupies 90 percent of the cargo carrying capacity, as defined by either volume or weight.
  - b. Due to the unusual shape or dimensions of the cargo, or because the characteristics of the freight necessitates segregation or separation from other freight. The vehicle is filled so that no additional cargo can be loaded.
  - c. It fills a vehicle so that no additional cargo can be loaded.
2. For the purposes of this item, a “vehicle” is defined as:
  - a. A van trailer of not less than 40-feet in length and not less than 2,700 cubic feet capacity:
  - b. An open top trailer of not less than 40-feet in length, or:

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- c. A flatbed, stepdeck, lowboy, or removeable gooseneck trailer of not less than 40 feet in length.
3. TSP are prohibited from billing a shipment as a capacity load if the equipment requested by the shipper, or provided by TSP, fails to meet the definitions shown in paragraph 2 above. In no event shall more than one vehicle per shipment be loaded to less than full capacity. Any vehicle loaded to less than full capacity shall be assessed charges as if it were a separate shipment.
4. Charges for each vehicle loaded to full capacity shall be based on either the truckload charge, when Rate Qualifiers PL, PM, or PV (see Completing a SDDC 364-R Tender, Section A, in this publication for definitions of rate qualifiers) are used, or the highest truckload minimum weight and accompanying truckload rate applicable to the equipment ordered and loaded. Line haul charges will not be calculated using a minimum weight greater than 45,000 pounds. Shipments rated using line haul charges based upon Rate Qualifier PQ shall be calculated using the greater of the actual weight or 40,000 pounds minimum weight.
5. This rule does not apply to charges based on the following rate qualifiers: DH, DL, DZ, PJ, PG, ST, and PY (see completing a SDDC 364-R Tender, Section A, in this publication for definitions of rate qualifiers). Additionally, this rule does not apply to the following equipment types: AO1 – AO8 (assorted straight trucks), AD (Dromedary Box without mechanical restraining devices), AD6 (Dromedary Box with mechanical restraining devices), A10 (410 Dromedary Box without mechanical restraining devices), A16 (410 Dromedary Box with mechanical restraining devices), or A20 (Motor Vehicle Transport Trailer). In the event that additional dromedary rate qualifiers and/or dromedary equipment codes are developed, this rule shall not apply to them as well.
6. This rule shall not apply to charges based on the following equipment types: AA1, AF1, AY1, AY2, AV1, AG4 and AZ1. If shipper inadvertently tenders a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on the above listed equipment, a TSP is entitled to bill a shipper using a minimum weight of 20,000 pounds or the actual weight whichever is greater. In no circumstances may a TSP substitute a vehicle that is smaller than what is requested by the shipper.
7. It is the responsibility of TSP (where practicable) to ensure the safe and efficient loading of freight (e.g. stacking items when appropriate, etc.) on the vehicle.
8. Capacity load will not restrict TSP from adding additional freight to equipment and will not be interpreted as a request for exclusive use of the trailer or dromedary.

### **ITEM 19 – CHAINS AND BINDERS (CHN)**

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

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2. TSP shall provide chain and binder sets and/or nylon straps with fasteners as standard equipment on all vehicles. Charge of CHN(1) \$\_\_\_ is authorized for each additional chain-and-binder set or nylon strap with fastener furnished above minimum requirements. TSP will ensure BL is annotated with additional number of chain-and-binder sets and/or nylon straps with fasteners.
3. For all shipments, TSP shall ensure that all cargo is properly fastened and secured in accordance with industry standards and DOT safety regulations.

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

1. Vehicles equipped with power units that are delayed or detained by shipper or consignee for loading or unloading at shipper, consignee, or other customer approved location shall be allowed free time for loading/unloading depending on the classifications of the shipments set forth as follows (see Appendix E, for more on Detention):

	Type Of Shipment(S)	Free Time
a.	Vehicles loaded on Motor Vehicle Transport Trailers (Equipment Code A20)	1 Hour
b.	Vehicles loaded on flat-bed equipment	3 Hours
c.	Fully palletized shipments, less than 20,000 lbs.	1 Hour
d.	Fully palletized shipments, 20,000 lbs. and over	2 Hours (see para 9)
e.	TSP power-unit, driver and one towed vehicle	1 Hour
f.	Tank Truck (Equipment Code AT1/AT2)	2 Hours (see para 11)
g.	Non-palletized shipments, less than 3000 lbs.	1 Hour (see para 9)
h.	Non-palletized shipments, 3,000 lbs. but less than 10,000 lbs.	2 Hours (see para 9)
i.	Non-palletized shipments, 10,000 lbs. but less than 20,000 lbs.	3 Hours (see para 9)
j.	Non-palletized shipments, 20,000 lbs. and over	4 Hours (see para 9)

2. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading at the consignor's/consignee's loading/unloading location and within their normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a TSP is

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prepared to position its trailer for loading or unloading, but is prevented from doing so due solely to government caused delays at the consignor's/consignee's loading/unloading location, free time will commence at that time. However, free time will never commence unless, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for loading or unloading due to a government caused delay at the consignor's/consignee's loading/unloading location. All requests for additional detention payments based on government caused delays must be submitted to the shipper/consignor and consignee on the BL for approval and must include sufficient information to establish entitlement to these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed. This data must be annotated on the BL, or TSP document, by the government employee conducting onloading/offloading and must include the employee's name and contact information.

3. Computation of time in paragraph 1 shall be made within normal operating hours at the place of pickup or delivery. If both the TSP or its representative and the receiving government personnel are permitted to work beyond normal operating hours, that working time will also be included.
4. A shipment shall be considered "fully palletized" when at least 90 percent of shipment weight (not including pallet weight) is loaded on pallets.
5. 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.
6. Detention time starts when a vehicle is delayed by the shipper, consignor, destination or consignee beyond the allowable free time and ends when the vehicle is released by the shipper, consignor or consignee to either by notifying the driver or the TSP representative that the vehicle is ready for pickup.
7. Detention time only includes the time the vehicle is delayed during normal shipping and receiving hours. If the vehicle is delayed beyond the shipper's, consignee's or consignor's normal shipping or receiving hours, then the only delay time included in the detention time is the time occurring during normal shipping and receiving hours. Refer to Storage Item Section A, paragraph VI, I.
8. DEP charges will apply when the shipper or consignee:
  - a. Requires that the tractor be disconnected from the trailer during loading or unloading and parked elsewhere on the shipper's or consignee's premises.
  - b. Directs the trailer be left overnight except when loading/unloading is not completed as in paragraph 3.

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9. In circumstances where at least 90 percent of non-palletized material can be handled by pallet jack, fork lift, or other type of material handling equipment (MHE), then the calculation for free time allowed shall be one-half of the free time allowed for shipments not palletized.
10. Supporting documentation submitted by the TSP shall at a minimum include evidence of the times the vehicle arrived, loading/unloading began, loading/unloading ended, and vehicle departure. TSP will retain documentation on file for one year after the time limit for submitting the invoice.
11. TSP will allow the free time period of 2 hours to load and 2 hours to unload bulk fuel shipments.

### **ITEM 23 – DETENTION: VEHICLES WITHOUT POWER UNITS** **(DET)**

1. Subject to the availability of equipment and TSP's approval, TSPs may spot vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises designated by them.
2. When such trailers are delayed or detained for reasons attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded shall be allowed 24 hours of Free Time, as follows:
  - a. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading at the consignor's/consignee's loading/unloading location and within their normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a TSP is prepared to position its trailer for loading or unloading, but is prevented from doing so due solely to government fault caused delays at the consignor's/consignee's loading/unloading location, free time will commence at that time. However, free time will never commence unless, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for loading or unloading due to a government caused delay at the consignor's/consignee's loading/unloading location. All requests for additional detention payments based on government caused delays must be submitted to the shipper/consignor and consignee on the BL for approval and must include sufficient information to establish entitlement to these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed. This data must be annotated on the BL, or TSP document, by the government



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

3. Dromedary boxes must conform to one of the specifications in the following table:

**Table 25 – Minimum Dromedary Dimensions:**

Type of Dromedary	Type of Equipment	Length (inches)	Width (inches)	Height (inches)	Volume (cubic feet)
Regular Dromedary	AD, AD6	82	52	53.5	132
		88	60	60	183
		96	55	66	202
		90	57.5	70	210
410 Dromedary	A10, A16	102	92	75.5	410

**ITEM 27– EMPTY MOVEMENT OF EQUIPMENT (EMT)**

1. A TSP may be requested to deadhead equipment immediately to a point of pickup. All deadhead miles traveled from point of dispatch to point of origin shall be charged at a rate of EMT(1) \$\_\_\_ per deadhead mile per vehicle. Charges for deadhead miles shall be approved in advance by requestor and indicated on the BL identifying point of dispatch and applicable SPLC. Deadhead mileage shall be based on short route miles.

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2. EMT will not exceed TSP's lowest line-haul charge for the same type of equipment in any tender filed with SDDC.

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

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

### **ITEM 31 – EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)**

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

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7. Line-haul charges for shipments in vehicles requiring Exclusive Use service shall be invoiced as a truckload, subject to truckload rates, minimum weights and/or minimum charges. Dromedary line-haul charges for shipments requiring Exclusive Use service shall be paid at the highest minimum weight for the equipment.
8. Charge for Exclusive Use service shall be EXC (1) \$\_\_\_ per mile per trailer or dromedary.
9. See Item 33 below for exceptions to EXC.

### **ITEM 33 – EXCEPTIONS TO EXCLUSIVE USE SERVICE**

1. Charges for Exclusive Use Service (EXC) will not be assessed under the following conditions:
  - a. When a vehicle is loaded to full visible capacity, per Item 17, Capacity Loads.
  - b. When line haul charge is based on a published rate in TSP tender for minimum weight of 45,000 pounds or the actual weight is 45,000 pounds or greater.
  - c. When tender rates are based on Rate Qualifiers DL, PG, PJ, PV, PY, or ST.

### **ITEM 35 – EXPEDITED SERVICE (EXP)**

1. EXP is an accessorial service shippers can request a TSP to guarantee delivery before the required Standard Transit Time (DTR Part II, Chapter 202 and Item 5, DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc. For Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike EXC.
2. When the Required Delivery Date (RDD) is less than DOD standard transit time, EXP is required to be annotated on BL. If not specifically annotated on the BL, the TSP is authorized to invoice for EXP. Shipments must be delivered by the RDD for EXP to apply.
3. When the RDD is set in accordance with DoD standard transit time, EXP will not be authorized for early delivery of shipments.
4. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a RDD.
5. Charges:
  - a. EXP(1) \$\_\_\_ per mile per vehicle.
  - b. EXP(2) \$ \_\_\_ percent of line haul.

**ITEM 37 – EXTRA DRIVER (EXD)**

1. When requested by shipper, TSP will provide an extra driver for continuous line haul service within legal parameters. EXD shall be used in conjunction with Constant Surveillance and Custody Service (CIS) shipments that exceed 150 miles.
2. TSP will verify that the shipper's request for extra driver is clearly and specifically annotated on the BL. Any charge for an extra driver shall be EXD(1) \$\_\_\_ cents per mile, subject to a minimum charge of EXD(2) \$\_\_\_ per vehicle. This charge shall be in addition to all other lawfully owned transportation charges.

**ITEM 39 – FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912 and 999912-01**

(NOTE: FAK 999912-01 cannot be used for DPM shipments of crated HHG, personal effects and unaccompanied baggage. FAK 999912-01 is in the process of being removed from GFM and cannot be used to create new tenders after the date of this publication. FAK 999912-01 remains only for legacy purposes to allow TSPs to use tenders currently active at the time of this publication for other than DPM shipments until tender expiration or cancellation.)

1. FAK 999912 consists of those commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating within the NMFC or the different inherent transportation characteristics or inherent nature of the commodity.
2. The following commodities shall not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. DPM commodities, HHG, personal effects or unaccompanied baggage
  - f. Live animals
  - g. Bulk commodities
  - h. Corpses
  - i. Currency
  - j. Coins
  - k. Precious metals
  - l. Food, fresh, frozen, or requiring refrigeration
  - m. Postage stamps or stamped envelopes

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- n. Military tractor tanks and tracked vehicles
  - o. Vehicles, self-propelled
  - p. Hazardous materials
  - q. Vehicles in driveway and/or towaway service
  - r. Any commodity assigned a DoD unique commodity code by SDDC
  - s. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
  - t. Engines
  - u. Missiles or Rockets
3. A TSP who files FAK rates is prohibited from excluding any commodity other than those specifically set forth in paragraph 2 above.
  4. FAK shipments shall only be described as FAK unless otherwise required by regulation or by operation of law.
  5. Any shipments that involves movement for both FAK and non-FAK on a single BL may only be billed at non-FAK rates.
  6. Any sensitive item shipped in accordance with security standards set forth in DoD 5220.22- M, National Industrial Security Program Operating Manual (NISPOM), or any item listed in 49 CFR, Part 172.101, Hazardous Materials Table, is specifically excluded from being classified as FAK.

### **ITEM 41 – RESERVED FOR FUTURE USE**

### **ITEM 43 – FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913 and 999913-01**

(NOTE: FAK 999913-01 cannot be used for DPM shipments of crated HHG, personal effects and unaccompanied baggage. FAK 999913-01 is in the process of being removed from GFM and cannot be used to create new tenders after the date of this publication. FAK 999913-01 remains only for legacy purposes to allow TSPs to use tenders currently active at the time of this publication for other than DPM shipments until tender expiration or cancellation.)

1. FAK 999913 consists of those commodities which TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
2. The following commodities are prohibited from being included or classified as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6. see

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exception in paragraph 4 below.

- c. Radioactive materials
  - d. Etiologic agents
  - e. DPM commodities, HHG, personal effects or unaccompanied baggage
  - f. Live animals
  - g. Bulk commodities (except those identified as non-sensitive and unclassified by the shipper)
  - h. Corpses
  - i. Currency
  - j. Coins
  - k. Precious metals
  - l. Food, fresh, frozen, or requiring refrigeration
  - m. Postage stamps or stamped envelopes
  - n. Military tractor tanks or tracked vehicles (except those identified as non-sensitive and unclassified by the shipper)
  - o. Vehicles, self-propelled (except those identified as non-sensitive and unclassified by the shipper)
  - p. Vehicles in driveaway and/or towaway service (except those identified as non-sensitive and unclassified by the shipper)
  - q. Any commodity assigned a DoD unique commodity code by SDDC
  - r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers (except those identified as non-sensitive and unclassified by the shipper)
  - s. Engines (except those identified as non-sensitive and unclassified by the shipper)
  - t. Missiles or Rockets
  - u. Placarded Hazardous Materials
3. FAK shipments must comply with paragraphs 3-6 that is outlined in Item 39 above.
  4. FAK shipments may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, where the combined weight is less than 1,001 pounds. FAK shipments must be in compliance with 49 CFR, Part 172.504, Table 2.

### **ITEM 45 – RESERVED FOR FUTURE USE**

**ITEM 47 – FURNISHING OF VEHICLES AND EQUIPMENT**

1. The TSP will furnish vehicles with all necessary equipment to safely transport freight in conformity with applicable federal and state safety regulations for which the shipper has requested transportation and shall be responsible for properly securing the cargo and protecting it from exposure to the elements.
2. Vehicles and equipment that exceed the minimum specifications necessary to safely transport freight shall be considered as furnished by the TSP for its own convenience. If the vehicles and/or equipment furnished by the TSP is more expensive than the equipment ordered, the charges shall be assessed on the basis of what the shipper ordered. If the vehicles and/or equipment furnished by the TSP are less expensive than the equipment ordered, the charges shall be assessed on the basis of the equipment provided.
  - a. Prior to providing vehicle and/or equipment that exceed the minimum specifications necessary to safely transport freight, the TSP will notify the shipper to receive approval for the substitution.
  - b. The TSP may not provide vehicles and/or equipment that cause a loss in the level of transportation security provided by the vehicle and/or equipment initially ordered by the shipper without prior approval from the shipper. The transportation protective services (TPS) shall be adjusted to meet the TPS requirements of the provided equipment.
  - c. If the substitution creates a requirement for additional accessorial and/or transportation protective services, the TSP will provide those services at no additional charge to the shipper.
3. The shipper may reject the equipment if the equipment does not meet the shipper's loading/unloading requirements or the shipper considers the equipment to be either unsafe and/or not in conformity with applicable federal and state safety regulations. VFN charges stated in Item 77 in this section will not apply.

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

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

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HHB service is required to be performed by a TSP.

### **ITEM 51 – LOADING/UNLOADING BY TRANSPORTATION SERVICE PROVIDER (URC)**

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

### **ITEM 53 – OVERAGES AND SHORTAGES**

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

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

1. When a shipper requests pickup or delivery service to be provided at times other than an installation's normal operating hours as indicated in the Transportation Facilities Guide (TFG), the shipment shall be subject to the following charges:
  - a. PUD(1) \$\_\_\_ per hour or fraction per driver before or after installation's normal operating hours as indicated in TFG.
  - b. SAT(1) \_\_\_ per hour or fraction per driver on Saturdays, subject to a minimum charge of SAT(2) \$\_\_\_ per driver.
  - c. HOL(1) \$\_\_\_ per hour or fraction per driver on Sundays and holidays, subject to a minimum charge of HOL(2) \$\_\_\_ per driver.
2. Hourly charges shall commence when the TSP's driver reports to shipper/consignee/destination and consignee representative with the proper equipment ordered for loading or unloading, and terminates when driver(s) is/are released by the representative. The pickup and/or delivery time shall be annotated on

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BL by the representative, the consignor or consignee.

### **ITEM 57 – PRELODGING (PRL)**

1. Prelodging is the hand delivery or data transmission of shipping documents by the delivering TSP 24-hours or more in advance of shipment delivery. Shipping documents shall at a minimum be marked with the permit number, date and time of delivery, and the delivering TSP's name. A charge for prelodging is considered valid only if preloading is specifically requested by the shipper or consignee.
2. When a delivering TSP consolidates multiple shipments to the same consignee for delivery on the same date, and each shipment is subject to different DoD tenders filed with SDDC, the delivering TSP shall bill the lowest prelude charge available.
3. Invoices submitted to the consignee for payment of prelude charges shall at a minimum be cross-referenced with BL number(s), TSP pro number(s), permit number, and the date the prelude service was provided.
4. The charge for prelodging shall be PRL(1) \$\_\_\_ per delivery vehicle.

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

1. When requested, a TSP will prearrange schedules for arrival of vehicles to load or unload shipments, per Detention: Vehicles with Power Units (DEP), Item 21 and Detention: Vehicles without Power Units (DET), Item 23 in addition, prearranged scheduling is subject to the following provisions:
  - a. Shipper requests for prearranged scheduling may be made orally, in writing, or via the internet (where appropriate).
  - b. Prearranged schedules for arrival of vehicle may be on a one-time, periodic, or continuous basis. In the event that a continuous prearranged scheduling agreement is made, that agreement may be terminated by any party providing notice orally, in writing, or via the internet within 24 hours.
  - c. In the event an arrival time for unloading cannot be scheduled, storage charges shall be assessed as provided in Storage, Section A, VI, Para. I in this publication.
  - d. In the event a TSP vehicle arrives prior to appointment, free time shall not commence either until the scheduled arrival time, or at the time when actual loading or unloading begins.

### **ITEM 61 – PROTECTIVE TARPING SERVICES (PTS)**

1. All TSP will cover any shipment with tarpaulin(s) to avoid revealing the classified nature of the material, or where the shipper specifically request PTS due to the nature of the goods in question. When transporting AA&E by motor using a flatbed trailer,

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flat rack container, or similar open equipment, a TSP will ensure load is completely covered by a properly fitted tarpaulin. The tarpaulin must be both fire and water resistant. Battle damaged armored tactical vehicles shall be completely covered by a tarpaulin.

2. TSP will verify that the BL is annotated as follows:
  - a. “TARPS AND TARPING REQUIRED.”
3. Charges shall be PTS (1) \$\_\_\_ per shipment.
4. TSP may furnish Conestoga-type flatbed trailer in lieu of tarping.

### **ITEM 63 – REDELIVERY (RCL)**

1. 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.
2. A shipment shall not be considered late delivery if it involves circumstances that require a redelivery. If redelivery is not accomplished, or if forwarding instructions are not furnished by the shipper/consignee to the TSP within 24-hours of TSP’s notification of the original delivery attempt, the shipment may be subject to Storage charges.
3. The redelivery charge shall be RCL(1) \$\_\_\_ per hundred pounds, subject to a minimum charge of RCL(2) \$\_\_\_ per shipment, and a maximum charge of RCL(3) \$\_\_\_ per shipment.
4. Redelivery charges shall not apply to any shipment if a consignee elects on its own to pick up a shipment at TSP terminal (not applicable to rail).
5. See Section F for rules pertaining to air shipments.

### **ITEM 65 – RELEASE VALUE RATES**

1. Section A, IV, Completing a SDDC 364-R Tender, in this publication provides additional guidance for a TSP that wishes to file release valuation rates.

### **ITEM 67 – RELOCATION OF VEHICLE (RLS)**

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

**ITEM 69 – SIGNATURE AND TALLY RECORD SERVICE (675)**

1. When requested by a shipper, a DD Form 1907, “Signature and Tally Record,” is a tracing and tracking service that provides accountability and chain of custody control concerning a shipment. Signature and Tally Record Service is not a TPS; however, individuals responsible for handling shipments shall legibly sign a Signature and Tally Record while shipment is in transit. Upon delivery, the driver will obtain consignee’s signature on DD Form 1907.
2. Vehicles containing the 675 shipment shall be considered to be under the operational control of the last person signing the DD Form 1907.
3. In DoD secure holding installations/activities, or in transit, the original driver is responsible for the custody and contents of AA&E shipments from origin to destination, unless that shipment is properly transferred to a new driver or authorized personnel who must sign the DD Form 1907.
4. Security personnel at secure installations/activities areas shall never be required to take custody of the shipment or sign the DD Form 1907. Security personnel shall only be responsible to verify the condition of the conveyance seals and maintain proper surveillance of the shipment. Legal custody of the shipment remains with the last driver who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for receipt.
5. A TSP shall at all times have the capability to track a shipment in less than 2 hours upon request by SDDC, shipper, or consignee.
6. When Signature and Tally Record Service 675 is requested, the BL shall be annotated as follows:
  - a. “Signature and Tally Record requested. DD Form 1907 furnished to TSP.”  
DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_
7. A Signature and Tally Record for any shipment is subject to the following charges: 675(1) \$\_\_\_ per shipment.
8. In lieu of a DD Form 1907, TSP may use a TSP-furnished Electronic Signature Service. In such circumstances, a TSP must present a hard copy of the printout to the consignee within three business days of shipment receipt. Upon request from shipper/consignee, a TSP will provide the identity of any individuals responsible for the scans.
9. Prior SDDC approval is required for a TSP to utilize Electronic Signature Service.  
Contact:

SDDC  
ATTN: Freight Carrier  
Registration Program  
(FCRP) 1 Soldier Way,

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Building 1900W

Scott AFB, IL 62225

[usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)

10. TSP shall provide a vehicle that is either a company owned asset, or under a long term lease, this excludes trip leases and brokered trucks. To verify, the shipper shall ask the TSP for a copy of their current IRP Apportioned Registration CAB card (CAB card). On the CAB card the shipper will verify the TSP is listed under “Responsible for Safety” (may be preceded by Motor Carrier or Carrier) or under “Motor Carrier”, this may change depending on the state in which the vehicle is registered. Additionally, the license plate on the vehicle must match the plate listed on said card.

### **ITEM 71 – SPLIT DELIVERY (SDL)**

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

### **ITEM 73 – SPLIT PICKUP (SPU)**

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

### **ITEM 75 – TOWAWAY SERVICE (TOW)**

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

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5. Refer to Section A, Part III, paragraph D for alternation of rates.

### **ITEM 77 – VEHICLES FURNISHED BUT NOT USED (VFN)**

1. If shipper cancels a freight movement in 24 hours or less prior to pick up, the TSP shall be entitled to a charge of VFN(1) \$\_\_\_ per vehicle. A TSP shall be paid for LTL/TL for each vehicle furnished and not used or the minimum line haul transportation rates, whichever is less.
2. A TSP may establish a flat charge of VFN(2) \$\_\_\_ for each vehicle ordered and dispatched that was not used by the shipper. This flat charge may not exceed line haul transportation charges applicable from loading point to destination. If TSP chooses VFN(2), a TSP is prohibited from completing VFN(1), as TSP cannot complete both VFN(1) and VFN(2) on its tender.
3. VFN charges will not apply when:
  - a. A vehicle is rejected by shipper under Item 47 of this publication.
  - b. Notice of cancellation is received by the TSP at least 24 hours prior to pick up.
  - c. TSP is inbound with a loaded trailer that is scheduled for outbound loading from the same installation.

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

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

### **ITEM 78 – TPS INCIDENT RESPONSE REQUIREMENTS**

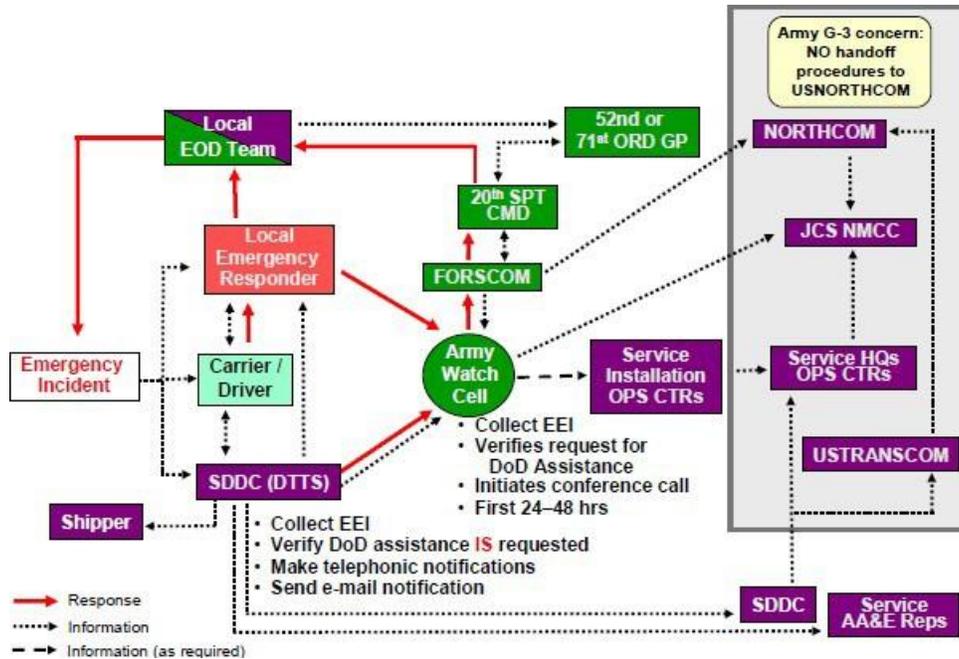
1. In cases of accidents or incidents the Transportation Service Provider (TSP) must meet the following requirements:
  - a. Report accidents and serious incidents to DTTS immediately via panic button and

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follow up telephonically with DTTS as soon as possible. TSP should continue to send required messages to DTTS. During incidents involving injury or incapacitation of driver/driver team, TSP dispatcher should immediately notify DTTS of the incident by phone.

- b.** The TSP must provide 24 hour telephone dispatch for satellite motor surveillance (SNS) tracked shipments. The TSP dispatch must be familiar with shipment contents and routing of TPS shipments. The telephone number when called, must be answered directly by the TSP at all times while the SNS tracked shipment is in transportation including storage incidental to transportation. Answering machines are not sufficient to meet this requirement. TSP's will provide all information pertaining to the accident/incident as requested by SDDC personnel.
  - c.** TPS Incident Response Requirements. Immediately call 911 for emergency response/notification. During emergencies involving trucks transporting DTTS-tracked shipments, DTTS will ask dispatchers for the Net Explosive Weight (NEW) for any commercial shipments on board the conveyance. Additionally, dispatchers will be asked to provide the hazard classification, explosive description, UN ID, etc. for any commercial shipments to ensure first responders are aware of all hazards.
  - d.** TSP, in accordance with all applicable federal, state and local regulations, is responsible for coordinating use of towing equipment, material handling equipment (MHE), and other required services for handling hazardous materials and munitions. TSP must ensure any commercial towing or MHE Company employed is aware of associated risks, appropriately licensed to handle hazardous materials, to include explosives, and in compliance with all applicable federal, state and local laws. TSP is responsible for all charges incurred when using such commercial services. If both the TSP and the on-scene commander or local law enforcement agency are unable to obtain appropriate commercial support, the on- scene Commander or local law enforcement will request DoD support through DTTS.
  - e.** See Item 13 for procedures on sealing of vehicles and seal breakage.
  - f.** TSPs should ensure that drivers at an incident or accident scene follow corporate policy with regard to media requests.
- 2.** Refer to Figure 78.1 below for further context of DoD's emergency response process:

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**NOTES to Emergency Response Process:**

1. SDDC (DTTS) role is to act as the integrator and recorder of on-scene events recording Essential Elements of Information (EEI) associated with the incident, mishap, or accident.
2. Drivers/carriers should advise the civil authority of requests for DoD support.
3. Emergency support is determined by civil authority.
4. DoD's participation is initiated for emergencies by a request from the civil authority to the Army Watch Cell.
5. DTTS integrates, records and reports EEIs associated with the event to military services.

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

1. The TSP is responsible for providing in-transit delivery notification to the consignee for all AA&E shipments. At a minimum, the TSP shall:
  - a. Contact the consignee at least one business day in advance of anticipated shipment delivery and give additional notice when warranted by changes affecting delivery.
  - b. For same day pickup and deliveries, contact the consignee within one hour of shipment pickup and provide an estimated time of delivery.
2. If the TSP is unable to locate a secure-holding installation/activity, the TSP is responsible for contacting SDDC DTTS at the phone number provided in Section A, IX, Table 1.
3. Responsibility for the shipment shall remain with the TSP from time of pickup until time of delivery.

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4. *Force majeure* situations that prevent AA&E shipments from being delivered during normal operating hours, allow the TSP to submit the following charges:
  - 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.
  - c. These per-hour charges are subject to the following provisions:
    - i. The TSP will provide delivery notification during normal operating hours (the TSP will consult the TFG for installation operating hours).
    - ii. The TSP will provide delivery of shipment to the consignee not less than one hour before close of business (as posted in the TFG).
    - iii. Per-hour charges are continuous (to include weekends and holidays) until consignee is capable of offloading the shipment.
    - iv. Once offloading begins, DEL charge will cease and free time will commence.
  - d. In the event an AA&E shipment is refused at destination, the TSP will immediately transport the shipment to/from a secure holding installation/activity and can collect charges in addition to those applicable for movement from origin to initial destination. Charges shall be calculated based on applicable line-haul charge multiplied by DTOD hazmat mileage to/from available, secure holding installation/activity, subject to a minimum charge of DEL (2) \$\_\_\_ per power-unit movement. Item 63, Redelivery (RCL) , in this section will not apply. If requested to remain with vehicle in, secure holding installation/activity, TSP may also charge for DEL(1).
  - e. If a destination fails to accept an AA&E shipment in accordance with the provisions of DoDI 5100.7 when common law defenses do not apply, then the TSP shall immediately notify SDDC DTTS. SDDC DTTS will attempt to resolve the situation and gain entry for the AA&E shipment. If SDDC DTTS fails to resolve the situation, DTTS will execute the appropriate Standard Operating Procedure (SOP). The TSP may submit the following charge to destination.
  - f. In the event an AA&E shipment is refused at destination, the TSP will transport the shipment immediately to/from secure holding installation/activity and can collect charges from destination in addition to those applicable for movement from origin to initial destination. Charges shall be calculated based on applicable line-haul charge multiplied by DTOD hazmat mileage to/from available secure holding installation/activity, subject to a minimum charge of DEL (2) \$\_\_\_ per power-unit movement. Item 63, Redelivery (RCL), in this section will not apply.
    - i. The TSP must have provided delivery notification in accordance with paragraph 1 above.
    - ii. The TSP must have followed instructions outlined by the installation in the

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Transportation Facilities Guide.

- iii. The TSP must have notified DTTS immediately of destination's refusal.
- iv. The TSP MUST request approval from the shipment TO/shipper/consignor, prior to billing under this section.
- v. Missing a scheduled delivery appointment will make the TSP ineligible for all charges above.

### **ITEM 83 – RESERVED**

### **ITEM 85 – EN ROUTE STOPS OF PROTECTIVE SECURITY SERVICE (PSS) AND DUAL DRIVER PROTECTIVE SERVICE (DDP) SHIPMENTS**

- 1. 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 reasons such as fueling, minor maintenance, or driver amenities. (Refer to 49 CFR part 395 [Hours of Service], 397.7 [Parking] and 29 CFR 1910.109[d][3][ii] [Operation of Transportation Vehicles]).
- 2. For DDP shipments, the TSP is permitted en route stops of up to four (4) hours when conducting stops in accordance with 49 CFR for operational reasons such as fueling, minor maintenance, or driver amenities.

### **ITEM 87 – HAZARDOUS MATERIALS ROUTING MILEAGE**

- 1. When rates are based on distance for shipments involving hazardous materials that require placarding, IAW 49 CFR, Part 172.504, a TSP shall utilize the applicable mileage as calculated by DTOD Hazardous Materials Routing Module.

### **ITEM 89 – PICKUP OF TRANSPORTATION PROTECTIVE SERVICE SHIPMENTS**

- 1. TSP shall be provided a minimum of 48 hour notice prior to the time of pickup at origin for shipments requiring a TPS. A TSP may be requested, in emergencies, to pick up SRC I and II shipments with less than 48 hours' notice.

### **ITEM 91 – SECURE HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES (AA&E)**

- 1. Secure holding of Arms, Ammunition, and Explosives shall only apply to DoD installations/activities. These standards shall ensure the proper temporary parking of

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commercial TSP motor vehicles that are transporting Categorized AA&E or classified materials. Secure holding installations/activities may only be utilized for a maximum of 100 hours. In no event shall Secure Holding relieve the TSP of any liability relating to the safe transport of the shipment at issue. Furthermore, in no event shall this provision be interpreted to mean that DoD assumes any responsibility or liability for either the shipment or the equipment of the TSP. The secure holding installation/activity accorded is strictly temporary. TSP are advised that shipping documents shall be thoroughly examined at the entrance of a DoD installation/activity to prevent entry of any unauthorized shipments onto that installation/activity. Upon verification of those shipping documents at the entrance of the installation/activity, TSP vehicles shall be directed to proceed to a secure holding location within appropriate security area.

### **ITEM 93 – SECURE HOLDING OF NON-AA&E SHIPMENTS**

1. TSP conveyances that contain CIIC for non-AA&E shipments that are indicated in paragraph 2 below (to include Night Vision Goggles) may be temporarily parked for a maximum of 100 hours or less within a DoD secure holding installation/activity. In such instances, cargo must be under constant surveillance by installation/activity personnel or monitored by Closed Circuit Television (CCTV).
2. Items with the following CIICs are applicable under this item:
  - a. A: Confidential – Former restricted data.
  - b. B: Confidential – Restricted data.
  - c. C: Confidential
  - d. D: Confidential – Cryptologic.
  - e. O: Items contain Naval Nuclear Propulsion information; disposal and access limitations are identified in NAVSEAINST C5511.32, Safeguarding of Naval Nuclear Propulsion Information. Store and handle in a manner that will prevent unauthorized access to this materiel.
  - f. 9: Identifies an item as a Controlled Cryptographic Item (CCI). CCI is described as secure telecommunications or information handling equipment; associated cryptographic component, or other hardware item, which performs a critical COMSEC function. Items so designated are unclassified but controlled, and shall bear the designation “Controlled Cryptographic Item” or “CCI”.

### **ITEM 97 – TRANSLOADING TRANSPORTATION PROTECTIVE SERVICE (TPS) SHIPMENTS**

1. Any shipment (including SRC I and II Less-Than-Truckload [LTL] shipments) requiring Protective Security Service (PSS) will move point-to-point as a dedicated shipment, and under no circumstances will such shipment be transloaded or

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consolidated without prior coordination through DTTS IAW paragraph 97.3.

- 2.** In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the TSP may perform the following functions while in transit when authorization is obtained from the origin(s) transportation officer(s). If the origin(s) transportation officer(s) cannot be contacted, SDDC DTTS may provide authorization, in coordination with the owning military Service(s) for whom the shipment is being transported. Onsite first responders may request DoD assistance (to include Explosive Ordnance Disposal (EOD), Quality Assurance Specialists Ammunition Surveillance (QASAS), Ordnance Officers, Weapons Officers, Explosives Safety Officers, firefighters or police):

  - a.** Transloading and/or consolidation of TPS shipments is prohibited at any location (e.g., DoD-owned activities/installations, TSP owned property, rest stops or truck stops, public locations, etc.) unless circumstances occur within parameters set forth in paragraph 3 below.
  - b.** TSP personnel are prohibited from personally handling TPS shipments unless circumstances occur within parameters set forth in paragraph 3 below.
- 3.** In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the TSP may perform the following functions while in transit when authorization is obtained from SDDC DTTS when the emergency/accident occurs and onsite first responders (to include Explosive Ordnance Disposal [EOD] personnel, Quality Assurance Specialists of Ammunition Surveillance [QASAS], Ordnance Officers, Weapons Officers, and/or Explosives Safety Officers, firefighters or police), in coordination with owning military Service for whom the shipment is being transported:

  - a.** Transfer truckload TPS shipments from one conveyance to another; or
  - b.** Transfer dromedary boxes, containing TPS shipments, from one conveyance to another, or
  - c.** Unload and transfer the contents of a dromedary box containing TPS shipments; and
  - d.** For all functions performed under subparagraph (a), (b), and (c), the TSP will replace seal(s) and annotate the new seal number(s) on BL.
- 4.** When transloading a TPS shipment during an emergency or accident, and the equipment or driver is changed after leaving origin:

  - a.** 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;
  - b.** The TSP will immediately notify DTTS—via a “C” message, as referenced in Item 111, Satellite Motor Surveillance Service (SNS)—and the owning military Service when transloading occurs.
- 5.** TSPs may not request DoD representatives to transload or consolidate TPS cargo originating from another installation/facility for TSP convenience.

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6. Any TSP that is suspected of violating this Item may be subject to immediate CONUS- wide non-use, pending an SDDC Transportation Review Board.

### **ITEM 99 – TRANSPORTING CLASS 1 (EXPLOSIVES) IN A TEMPERATURE CONTROLLED CONVEYANCE**

1. TSP will ensure motor vehicles comply with 49 CFR, Part 177.834 (l) (1) prior to loading Class 1 explosives in a temperature controlled conveyance that has the capability of producing heat.
  - a. Motor vehicles equipped with a cargo heater of any type may transport Class 1 explosives only on the condition precedent that the cargo heater is rendered inoperable by draining or removing the cargo heater fuel tank and disconnecting the heater's power source.
  - b. An inspection of the heating unit to ensure that it is inoperable or disconnected is required, unless the shipment is being transported under a DOT special permit, exemption or Competent Authority Approval (CAA) that waives the inspection or allows the heating unit to remain connected.
  - c. If the cargo heater is operational, the vehicle may be rejected until the heating unit is disconnected.

## **IV. TRANSPORTATION PROTECTIVE SERVICES**

1. This part sets forth mandatory requirements for compliance by a TSP when providing Transportation Protective Service (TPS) for shipments of DoD sensitive Arms, Ammunition and Explosives (AA&E), classified (SECRET and Confidential), and controlled cryptographic and other sensitive items. Compliance with the mandatory rules contained in this part is required in order for TSP to continue as a SDDC approved TSP. The TSP will ensure the correct amount of transportation protective services are provided for each mode of the intermodal shipment. The issuing TSP maintains responsibility and liability for entire movement until delivered at final destination.

### **ITEM 100 – USE OF LOCAL DRIVERS FOR TPS SHIPMENTS**

1. Installations with a high volume of TPS shipments are authorized to develop installation policies allowing the usage of local drivers. A local driver is a single driver that meets all of the other applicable provisions to transport TPS freight requiring PSS--except the second driver. The local driver is used to benefit both the TSP and the installation by allowing efficient scheduling and use of resources.
  - a. At shipping installations, the local driver can spot empties, sign for loads, place into or remove from secure hold. At receiving installations, the local driver can pull

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loaded equipment, from secure holding, and spot the loaded equipment as required. The local driver is not permitted to leave the installation with TPS loads for any reason.

- b. TSPs utilizing local drivers are responsible for ensuring over-the-road equipment meets the same DD Form 626 standards and that the DD Form 1907 is completed legibly and signed by both drivers immediately at any change of custody. Also, the TSP is responsible for ensuring loads are transferred only to qualified drivers IAW other provisions of this publication.
- c. These requirements are subject to inspection by SDDC at any time.

### **ITEM 101 – CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)**

- 1. CIS requires constant surveillance and custody of a shipment by a qualified DoD-approved TSP representative. DoD-approved commercial drivers employed to handle DoD shipments moving under CIS transportation protective service are required to have proper identification in their possession that conclusively verifies their affiliation with the TSP named on the BL. These identification documents are required to verify to shippers each driver's affiliation with the origin TSP named on the BL. Drivers must also have in their physical possession a valid commercial driver's license and employee record card (or similar documents), at least one of which must contain the driver's photograph. For CIS shipments traveling over 150 miles, Extra Driver (EXD) shall be required. Drivers are required to follow Federal and State medical requirements.
  - a. The driver will have continuous visibility of the shipment while in transit.
  - b. The vehicle/shipment will, at all times, be physically attended (including brief in transit stops) by a qualified representative of the TSP. The only exception to this requirement involves certain air shipments, as continuous observation is not required while the aircraft is in flight, providing that the shipment is stored in a compartment inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.
- 2. The term "attended" shall mean the individual responsible for the shipment is awake, and is either physically within the driver operating section of the vehicle (not in a sleeper berth) or is physically present at all times within 25 feet of the vehicle while the vehicle is within their constant, unobstructed view.
- 3. The term "qualified representative" shall mean:
  - a. The individual is an employee of the TSP, and has been specifically authorized by the TSP to handle the shipments at issue and perform CIS.
  - b. The individual is trained concerning and specifically aware of the sensitivity of material moving under CIS, and is knowledgeable about the safety, security, and emergency procedures that must be followed.

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- c. The individual has the means, capability, and lawful authority to operate and move the vehicle.
- 4. The trailer or vehicle containing a shipment requiring CIS shall continuously be connected with the power unit (tractor) except under the exceptions noted below:
  - a. When stopped at a DoD contractor/activity for loading/unloading.
  - b. At a TSP terminal for servicing.
  - c. At a TSP-designated point where driver maintains continuous surveillance over shipment while disconnected.
  - d. Per the installation commander’s discretion, at a DoD secure holding or safe haven location.
- 5. The tractor shall be equipped with at least two separate means of communications, such as (but not limited to):
  - a. A working mobile communications unit.
  - b. A citizens band (CB) radio unit.
  - c. A cellular telephone.
- 6. For shipments requiring CIS, a TSP must have the capability to trace an in transit shipment in less than one hour. A TSP or the TSP’s qualified representative shall immediately notify the consignee if the shipment cannot reach the consignee within 24 hours of the required delivery date.
- 7. Signature and Tally Record Service (675), Item 69, in this section, shall be maintained.
- 8. Single line-haul required.
- 9. No trip lease (see Appendix E, Definitions) is permitted under any circumstance.
- 10. A TSP will ensure that their driver(s) are trained on appropriate measures to obtain DoD secure holding and state/local law enforcement assistance when circumstances warrant.
- 11. CIS shall be subject to the following charges:

1 to 150 miles	CIS(1) \$ _____ per mile per vehicle or dromedary
151 to 1,000 miles	CIS(2) \$ _____ per mile per vehicle or dromedary
1,001 to 1,500 miles	CIS(3) \$ _____ per mile per vehicle or dromedary
1,501 to 2,000 miles	CIS(4) \$ _____ per mile per vehicle or dromedary
2,001 to 3,000 miles	CIS(5) \$ _____ per mile per vehicle or dromedary
Over 3,000 miles	CIS(6) \$ _____ per mile per vehicle or dromedary
Minimum Charge	CIS(7) \$ _____ per vehicle or single dromedary unit

**ITEM 103 – DUAL DRIVER PROTECTIVE SERVICE (DDP)**

1. Dual Driver Protective Service (DDP) is a TPS that is required for CONFIDENTIAL shipments and AA&E shipments that are not SRC I or II. Any TSP who provides DDP must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements, and Item 101, Constant Surveillance and Custody Service, and the following requirements in this section.
2. DDP shall be used in conjunction with Satellite Motor Surveillance Service (SNS) ITEM 111.
3. DDP is required for CONFIDENTIAL and/or AA&E (SRC III/IV/UNCAT) shipments, unless the exceptions specifically set forth indicated in DTR Part II, Chapter 205 apply.
4. For information regarding en route stops of DDP shipments, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments, in this section.
5. The vehicle conveying the shipment must remain connected with the power unit (tractor) during shipment except when the vehicle is stopped at a DoD activity/contractor for loading/unloading; or is physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS “C” message, as more fully described under Item 111, Satellite Motor Surveillance Service (SNS), shall be sent from both the losing and gaining tractors to identify the equipment transfer and shipment. At least one of the “C” messages shall include an explanation of the reason for the transfer.
6. DDP shall be subject to the following charges:

1 to 500 miles	DDP(1) \$_____per mile per vehicle or dromedary
501 to 1,000 miles	DDP(2) \$_____per mile per vehicle or dromedary
1,001 to 1,500 miles	DDP(3) \$_____per mile per vehicle or dromedary
1,501 to 2,000 miles	DDP(4) \$_____per mile per vehicle or dromedary
2,001 to 3,000 miles	DDP(5) \$_____per mile per vehicle or dromedary
Over 3,000 miles	DDP(6) \$_____per mile per vehicle or dromedary
Minimum Charge	DDP(7) \$_____per vehicle or dromedary

**ITEM 105 – PROTECTIVE SECURITY SERVICE (PSS)**

1. Protective Security Service (PSS) is a TPS that is required for SECRET shipments and SRC I and II AA&E shipments. Any TSP who provides PSS must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements, and Item 103, Dual Driver Protective Service, and the following requirements in this section.
2. PSS shall be used in conjunction with Satellite Motor Surveillance Service (SNS) ITEM 111.
3. 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 BL or the standard transit time, whichever is faster, the TSP shall charge the shipper for storage IAW with this publication.
4. All TSP will also provide Exclusive Use of the Trailer or Dromedary (EXC), Item 31 in this section, for SRC I and II or SECRET shipments.
5. For CIIC 1 (SRC 1) shipments, drivers must identify to DTTS either the DCS trailer number or SEV truck number prior to departure.
6. For shipments requiring PSS, the TSP will verify that the BL is annotated as follows:
  - a. “Protective Security Service Requested. Signature and Tally Record (DD Form 1907) Furnished to TSP.”
7. For information regarding en route stops, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments, in this section.
8. The trailer or vehicle containing the PSS shipment must always be connected with the power unit (tractor) except when the vehicle is stopped at a DoD activity for loading/unloading or physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS “C” message, as stated in Item 111, Satellite Motor Surveillance Service (SNS), shall be sent from both the losing and gaining tractors to identify shipment transferred. One of the “C” messages shall include an explanation of the reason for the transfer.
9. PSS is subject to the following charges:

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1 to 500 miles	PSS(1) \$_____ per mile per vehicle or dromedary
501 to 1,000 miles	PSS(2) \$_____ per mile per vehicle or dromedary
1,001 to 1,500 miles	PSS(3) \$_____ per mile per vehicle or dromedary
1,501 to 2,000 miles	PSS(4) \$_____ per mile per vehicle or dromedary
2,001 to 3,000 miles	PSS(5) \$_____ per mile per vehicle or dromedary
Over 3,000 miles	PSS(6) \$_____ per mile per vehicle or dromedary
Minimum Charge	PSS(7) \$_____ per vehicle or dromedary

**ITEM 107 – TRAILER TRACKING SERVICE (DCS)**

1. Trailer Tracking Service (DCS). DCS is used for all commercially-owned closed-box van (A11, A50, A8, AA1, AA2, AA3, AK, AR, AV1, AV2, AV3, AV4, AV5, AV6, AV7, AV8, and AY1) shipments requiring Satellite Motor Surveillance Service (SNS) for Security Risk Categories (SRC) I-IV of AA&E. DCS may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of DCS is to provide the Defense Transportation Tracking System (DTTS) with periodic trailer position location reports and provide electronic emergency alert notifications in the event a trailer door is opened while en route or when the trailer is untethered (disconnected) from the power unit. DCS is a value-added service used solely in conjunction with SNS.
2. DCS requires the Transportation Service Provider (TSP) to provide technology and sensors (trailer door open-closed sensor and trailer tethered-untethered sensor) for AA&E shipments used in conjunction with SNS for closed box van trailers only. Side doors and dividing walls in closed box van trailers are not authorized on trailers registered as DCS with DTTS. The TSP will ensure the tractor provides continuous uninterrupted power to the trailer when ignition is turned off to ensure a viable tether/untethered sensor solution.
3. When requested by the shipper, TSP will provide DCS. TSP will verify request for DCS is annotated on the BL in conjunction with SNS clearly and specifically. SDDC will set charge for DCS (1) \$\_\_\_ per shipment. This charge shall be in addition to all other transportation charges.
4. After being approved by the Surface Deployment and Distribution Command

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(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. The TSP will:

- a.** Use a DTTS approved DCS Vendor (DCSV).
  - b.** Provide DTTS with:
    - i.** Standard Carrier Alpha Code (SCAC)
    - ii.** Dispatch location
    - iii.** Twenty-four hour phone number
    - iv.** Fax number
    - v.** Email address
  - c.** Register closed box van trailers with DTTS as required in paragraph 6 below.
- 5.** Unless a TSP's trailer is in an authorized, protected environment (i.e. military secure holding facility/installation), DCS equipment installed on TSP trailers will provide 24-hour uninterrupted service. The TSP's DCS monitoring station shall be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with the communication requirements of either Dual Driver Protective Service (DDP) or Protective Security Service (PSS), depending on which service applies to the DCS shipment. The TSP must ensure that the DCSV provides continuous messaging and positioning service when required, including immediate notification of untethered and or door-opened EMERGENCY activations.
- 6.** TSP closed box van trailers equipped with DCS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the registration and testing procedures set forth below in subparagraph a-d. Successful registration and testing must occur prior to any TSP being authorized to transport DoD Arms, Ammunition, and Explosives (AA&E) and Other Sensitive Material (OSM). TSPs must submit registration paperwork to the DTTS PMO via email or fax 24 hours prior to testing. Testing will occur during set hours. Contact the DTTS PMO for testing hours if needed. Registration information submitted to SDDC will include:
  - a.** SCAC.
  - b.** Contact Information DCSV name and transceiver identification number
  - c.** Action Requested (Delete/Modify/Reregister)
  - d.** Trailer information: (Number/Year/Color/Make/Model/License Number & State/VIN)
  - e.** MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
  - f.** Comments, if required

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7. The following provides tracking procedures and/or requirements:
  - a. TSPs shall convert tractors to power the center pin on the 7-way connector to the trailer when the ignition is turned off to ensure a viable tether/untether sensor solution.
  - b. An exception message shall be sent after the TSP enables DCS and door is opened or the trailer is untethered for any reason.
  - c. To initiate DCS:
    - i. TSPs shall ensure that the DCS sensor equipment is active and/or operational before any trailer is spotted and prior to loading a shipment (recommend pinging the trailer to ensure receipt of tether and door closed messages, at the correct location).
    - ii. TSP certifies DCS technology is operable and battery life is sufficient prior to placing trailers at DoD facilities for loading.
    - iii. Prior to loading a DCS shipment, the driver will allow shipping inspector or other designated shipper personnel to verify the presence of visible DCS equipment (e.g., door sensor, antenna).
    - iv. If any of these steps are unsuccessful, the trailer cannot be loaded. The trailer must be de-registered from DTTS and removed from the installation for repair. The TSP will notify the shipper and DTTS of the trailers' status.
  - d. Loading the Shipment and enabling DCS:
    - i. After the shipment is loaded, the TSP will verify in their system that the door sensor is showing closed, the trailer is in a tethered status, and the location of the trailer is correct.
    - ii. The driver will send an "L" status message in accordance with Item 111, Satellite Motor Surveillance Service, and will include the phrase "DCS required."
    - iii. The TSP will enable DCS and ping the trailer (in that order). This initiates the required initial trailer position report and sensor status to DTTS.
    - iv. Shipment is ready to depart.
  - e. Departing Protected Environment. When departing point of origin, or a DoD secure holding installation/activity the driver will provide DTTS with a "D" status message in accordance with ITEM 111 and will include in the text portion of the message the trailer number and the phrase "DCS required".
  - f. En-route authorized door open or untether event. When a shipment is underway and the driver must open the door or untether the tractor for any reason, the driver will send a "U" message in accordance with ITEM 111 to inform DTTS personnel of the reason prior to opening the doors or untethering the trailer. DCS will remain enabled.

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- g. Military Secure Holding Installation/Activity.** When a trailer is placed in a military secure holding/installation area, the driver will send an “M” status message in accordance with ITEM 111. However, an “M” message will not be used when entering a military secure holding area at origin or destination. After sending the “M” status message the TSP will disable DCS prior to untethering the trailer. Prior to departing the DoD secure holding area installation/activity with DCS shipments, drivers will enter BL number(s) and trailer number and the phrase “DCS required” in the text of a “D” message. If any new shipments requiring DCS have been loaded on the vehicle or if a shipment departs with a different tractor, drivers will utilize the same procedures as stated in subparagraph d and e above.
- h. Change in TSP equipment.** Drivers will report any in-transit equipment transfer to different TSP equipment using a “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving a DCS shipment will follow loading procedures in subparagraph d above, while the driver of the tractor transferring the DCS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to identify the shipment(s) transferred. One of the “C” messages shall include an explanation of the reason for the transfer and a plain text location. If the losing tractor no longer has a DCS shipment, the TSP will disable DCS.
- i. Disabling DCS.** Upon arrival at the shipment’s final destination, the driver will send an Arrival/Awaiting Offload “A” status message in accordance with ITEM 111. DCS shall be disabled by the TSP after sending the “A” status message and prior to untethering the trailer and/or opening the doors.
- j. At a minimum TSPs will ensure that position is reported on the initial enabling of DCS.** DTTS reserves the right to require more frequent position updates when operational requirements dictate additional notification.
- k. In the event the driver suspects a DCS equipment system failure while in-transit,** the driver or dispatcher will immediately notify DTTS at the number provided in Section A, IX, Table 1. DTTS Operators will coordinate two-hour status updates with the driver with a final status report upon delivery at the destination or arrival at a military installation/activity offering secure holding, whichever occurs first. These updates may be made by “U” message or by phone, as determined by DTTS. Updates will include verification that the trailer is tethered and the doors are closed. Two hour status updates may be utilized only to mitigate in-transit DCS failures. They will not be used to supplement non- functioning DCS equipment at origin. The defective transceiver shall be removed from the DTTS database and will not be reinstated until repairs or replacements are made and the system is tested (including emergency alerts) by contacting DTTS to verify the system is operational.
- l. If the tractor location reporting fails,** trailer location reporting shall be used as a backup and the trailer shall report its location at the same time interval the tractor

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had been reporting. Manual rules shall still apply, as the panic button is no longer available.

### **8. DCS VENDOR QUALIFICATION REQUIREMENTS AND STANDARDS:**

- a. DCSV Qualification Process:** Any DCSV seeking to qualify as a DoD approved DCSV must be able to continuously support DoD's mission requirement to monitor the movement of DCS shipments 24-hours a day, 7 days a week, 365 days per year. In order to meet this fundamental qualification standard, the DCSV must possess the necessary technical and system redundancy, including at a minimum the following requirements:
  - i.** Redundant hardware and communication infrastructure and architecture in the DCSV's primary network operations center.
  - ii.** A separate, fully functional, geographically dispersed contingency site that can demonstrate complete and separate capability to ensure continuous operations.
  - iii.** A qualified technical staff available 24/7/365 with the expertise to provide assistance to any inquiry from the DTTS staff regarding an in-transit DCS shipment.
  - iv.** Evidence of written certification that Sections 1-3 above are in place and available in support of the DTTS mission.
  - v.** Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical or battery powered equipment must be HERO certified. The DCSV is responsible to ensure HERO certification is obtained prior to use. The DCSV shall be provided with SDDC points of contact to assist in the HERO certification process. The DCSV will provide all technical engineering specifications as requested.
  - vi.** An interested DCSV will present its request for qualification, which sufficiently demonstrates the relevant equipment/system/functional capabilities to the DTTS Program Management Office (PMO) for review and analysis. If it is initially determined that a prospective DCSV system and functional capability meets minimal DoD requirements and standards, the DTTS PMO will recommend a test phase.
  - vii.** A test phase will demonstrate a DCSV's ability to provide all the services specified in this publication to DTTS. The test phase involves monitoring non AA&E/OSM shipments moving from origin to destination traversing varying geographical conditions. At DTTS's discretion, this test phase process may entail several test movements. Test(s) shall be conducted using the required standard interface.
  - viii.** Upon successful completion of the test phase, the DTTS PMO will notify SDDC Special Requirements Branch in writing that the DCSV is approved for use by a TSP when both the test phase process is successful and HERO certification has been completed.



**ITEM 109 – SECURITY ESCORT VEHICLE SERVICE (SEV)**

1. Security Escort Vehicle Service (SEV) is a TPS that requires a vehicle escort. A TSP who provides SEV will:
  - a. Provide an escort vehicle, such as an inconspicuous automobile or van, tractor, tractor-trailer (flatbed or van) combination, or straight-bed truck.
  - b. Be manned by two, unarmed SECRET-cleared (interim or final), licensed drivers.
  - c. Maintain constant and specific surveillance of the vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During in-transit stops, at least one of the escort vehicle drivers will maintain a constant, unobstructed view of the vehicle(s), either remaining in the escort vehicle or being within approximately 25 feet of cargo vehicle.
  - d. Ensure escort vehicle drivers will have a valid TSP furnished/contractor picture ID in their possession at all times.
2. Security escort vehicles shall be empty of any cargo, and the doors of the escort vehicle shall be sealed by the shipper and verified by the consignee.
3. In the event of an emergency, the SEV vehicle/driver may be used to move the freight or freight trailer(s) when specifically coordinated by DTTS.
4. A TSP will instruct escort vehicle drivers to remain clear of any cargo vehicle in the event the cargo vehicle comes under attack. Drivers will immediately contact the nearest state/local law enforcement agency and provide all relevant circumstances about the attack.
5. The BL shall contain emergency response instructions for both the cargo and SEV drivers. If a *force majeure* situation involving or affecting either vehicle occurs, drivers shall:
  - a. Immediately contact the nearest state/local law enforcement agency for emergency assistance.
  - b. Promptly contact DTTS.
  - c. If directed by DTTS, promptly escort the cargo vehicle(s) to a DoD installation/activity capable of providing secure holding.
6. Escort vehicles will, at all times, be equipped with two means of communications, as stated in Constant Surveillance and Custody Service, Item 101, in this section. These means of communication must be capable of contacting state and municipal agencies for emergency assistance, and for maintaining local two-way communication with TSP vehicles when necessary. Escort vehicle drivers will:
  - a. Keep two-way communications to a minimum.

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- b.** Neither discuss the nature of the shipment(s) nor reveal its origin or destination.
  - c.** Be trained in the operation and use of mobile communications unit.
  - d.** Be responsible for its proper maintenance and serviceability of all communications equipment throughout the movement.
- 7.** TSP and all drivers shall comply with the requirements of TSP Security Clearance Requirements, Item 1 and Driver Identification/Qualification Requirements, Item 7, in this section.
- 8.** Required Training/Qualifications:
  - a.** Must have a current, valid SECRET or Interim SECRET clearance (to include reinvestigation as needed).
  - b.** Must be knowledgeable of secure-holding locations and DoD/Services procedures.
  - c.** Must be HAZMAT qualified and trained under DOT Rules with a HAZMAT endorsement (initial and annual follow-up), and knowledgeable of hazards, safety precautions, and security aspects of the shipment.
  - d.** Must be over the age of 21 with one year of HAZMAT experience.
  - e.** Knowledgeable of emergency response instructions (to include DoD and DOT response rules and requirements) for the specific commodity(ies) in the shipment.
  - f.** Knowledgeable of state police emergency numbers along route.
  - g.** Have the telephone numbers of DTTS and telephone numbers for DoD secure holding installations/activities along the approved state permitted route available.
  - h.** Must have a TSP-furnished picture ID indicating affiliation with the TSP named on the BL.
- 9.** SEV personnel will not provide attendance for cargo and cargo vehicle unless specifically authorized or instructed by SDDC/DoD personnel, or in an emergency.
- 10.** One SEV will escort one or two load carrying vehicles that are traveling together in unison along the same route from origin to destination. Only SDDC can grant an exemption to this requirement.
- 11.** SEV will terminate once the shipment is authorized to enter the consignee/destination installation or installation receiving location.
- 12.** A TSP may contract with other SDDC-approved munitions TSPs or an SDDC-approved contractor to provide SEV service. The TSP of record shall be solely responsible for billing for SEV services, payment of the other TSP/contractor, and performance of SEV service.
- 13.** For all shipments under this item, the TSP will verify that the BL is annotated as follows: “Security Escort Vehicle Service Requested”.
- 14.** SEV shall be subject to the following charges:

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1 to 500 miles	SEV(1) \$ _____ per mile per escort vehicle
501 to 1,000 miles	SEV(2) \$ _____ per mile per escort vehicle
1,001 to 1,500 miles	SEV(3) \$ _____ per mile per escort vehicle
1,501 to 2,000 miles	SEV(4) \$ _____ per mile per escort vehicle
2,001 to 3,000 miles	SEV(5) \$ _____ per mile per escort vehicle
Over 3,000 miles	SEV(6) \$ _____ per mile per escort vehicle
Minimum Charge	SEV(7) \$ _____ per escort vehicle

**ITEM 111 – SATELLITE MOTOR SURVEILLANCE SERVICE (SNS)**

1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service (TPS) that provides DTTS with in-transit security capability to monitor the visibility of sensitive DoD shipments transported on commercial vehicles by using automatic vehicle location reports every 15 minutes, in-transit movement status changes, and emergency notification.
2. When requested by the shipper, the TSP will provide SNS. TSP will verify request for SNS is annotated on the BL in conjunction with DDP or SNS. SDDC will set charge for SNS (1) \$ \_\_\_ per shipment. This charge shall be in addition to all other transportation charges.
3. 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. The TSP will:
  - a. Use a DTTS approved SNS Vendor (SNSV).
  - b. Provide DTTS with:
    - i. Standard Carrier Alpha Code (SCAC)
    - ii. Contact Information
    - iii. Action Requested: (Add/Modify/Delete/Reregister)
    - iv. Tractor Information: (Number/Year/Color/Make/Model/License Number & State/VIN/Tractor Type)
    - v. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
    - vi. Comments, if required
  - c. Register vehicles with DTTS as required in paragraph 3 below.
4. TSP vehicles equipped with SNS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the registration and testing procedures set forth below in subparagraph a-f. Successful registration and testing must occur prior to any TSP being authorized to transport DoD Arms, Ammunition and Explosives (AA&E) and Other Sensitive Material (OSM). TSPs must submit registration paperwork to the DTTS PMO via email or fax

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24 hours prior to testing. Testing will occur during set hours. Contact the DTTS PMO for testing hours if needed. Submission of information to SDDC to perform registration will include:

- a. Standard Carrier Alpha Code (SCAC)
  - b. Contact Information
  - c. Action Requested (Add/Modify/Delete/Reregister)
  - d. Tractor Information: (Number/Year/Color/Make/Model/License/Number & State/VIN/Tractor Type)
  - e. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
  - f. Comments, if required
5. The TSP is responsible for notifying law enforcement in the event of an emergency.
6. Unless a TSP's vehicle is in an authorized, protected environment (i.e., military secure holding/installation), SNS equipment installed on TSP vehicles, including the panic button emergency alert feature, will provide 24-hour uninterrupted service. The TSP's SNS monitoring station shall be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with communication requirements outlined in Item 103, Dual Driver Protective Service (DDP). The TSP must ensure the SNSV provides continuous messaging and positioning service, including immediate notification of EMERGENCY button activations by drivers.
  - a. When SNS equipment installed on TSP vehicles fails to provide continuous, uninterrupted service, the TSP will conduct root cause analysis of identified SNS service failures. The TSP will provide SDDC Safety with a quarterly report to include TSP actions to correct deficiencies.
7. Each driver shall be equipped with a remote panic button along with one receiver per vehicle. Drivers will report an emergency by pressing the vehicle's emergency button or drivers' remote panic button. The vehicle's emergency button shall be located within easy reach of the driver and the remote panic button shall be located in each driver's possession.
8. 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.
9. The following provides tracking procedures and/or requirements:
  - a. To initiate DTTS Service:
    - i. The vehicle driver shall begin DTTS tracking upon arrival at origin by enabling DTTS per SNSV instruction. This action will generate a "B" message to DTTS and initiates the required 15 minute position reports.



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- f. Unusual Delay During Shipment.** The driver will send a “U” status message explaining an unusual delay that occurs during shipment transit. Examples that qualify as a “U” situation include:
  - i. Unusual Delay –** Bad or severe weather, unexpected road closure, traffic accidents that shut down traffic, intransit inspection, or other similar types of circumstances that create an unexpected delay. The “U” message will explain the applicable reason or factual circumstances in the text portion of the message and give the exact location of the vehicle/shipment, i.e., truck stop, shop name, city and state.
  - ii. Mechanical Breakdown –** Identify highway number, mile marker, and maintenance problem. The driver will immediately notify TSP dispatcher who in turn will notify DTTS at the contact number provided in Section A, IX, Table 1. If the driver determines the “situation” meets the Emergency definition found in Appendix E, the driver will report the emergency by pressing the emergency button.
  - iii. Other -** Provide information not covered under other status messages, such as estimated time of arrival at destination, fuel stop or driver break due to possible signal loss, alerts or explain emergency to DTTS.
- g. Arrived, Awaiting Offload.** When arriving at destination and awaiting offload, driver will send an "A" status message. In text portion of the message, provide activity name and phone number where the driver can be reached. Drivers must maintain signal with DTTS unless inside a gated DoD Military Installation. If inside a gated DoD Military Installation, drivers may turn off SNS until offload is complete and offload message is received by DTTS.
- h. Offload at Destination.** When shipment has been offloaded, driver will send an “O” status message. In text portion of the message, provide activity name and each BL delivered to that activity. If the initial “O” message this exceeds the space provided for one text message, the driver should submit as many additional status "O" messages as necessary to convey the required information.
- i. To end SNS Service.**
  - i. After the last shipment has been offloaded,** the driver will immediately disable DTTS per SNSV instruction. This action will generate an "S" status message to DTTS.
  - ii. Driver shall be provided with “on-screen” verification** that DTTS service has been disabled.
- j. Automatic “P” messages** will alert DTTS of vehicle’s current location. Positions reported shall be within one quarter mile of the actual vehicle location.
- k. At a minimum TSPs will ensure** that position is reported every 15 minutes whenever an SNS shipment departs a protected environment. While in authorized protected environments, it is the TSP’s option to continue providing 15-minute vehicle updates. DTTS reserves the right to require a TSP to file more frequent

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updates when operational requirements dictate additional notification.

- i.** Failure of SNS equipment. If SNS equipment is not operating properly prior to departure from origin, the unit must be repaired before departing with the load. 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. DTTS Operators will coordinate two-hour status updates with the driver with a final status report upon delivery at the destination or arrival at an installation/activity offering secure holding, whichever occurs first. These updates may be made by “U” message or by phone, as determined by DTTS. Updates will include current location and status. If repairs cannot be made or are not feasible, the defective unit shall be removed from the DTTS database and the equipment/SNS equipment will not be reinstated until repairs or replacement are made and the system tested as per paragraph 3 above.

### **10. SNS Vendor (SNSV) Qualification Requirements And Standards**

- a.** SNSV Qualification Process: Any satellite vendor seeking to qualify as DoD-approved SNS vendor must be able to continuously support DoD’s mission requirement to monitor the movement of SNS shipments 24-hours a day, 7 days a week, 365 days per year. In order to meet this fundamental qualification standard, the vendor must possess the necessary technical and system redundancy, including at a minimum the following requirements:
  - i.** Redundant hardware and satellite infrastructure and architecture in the vendor’s primary network operations center.
  - ii.** A separate fully functional, geographically-dispersed contingency site that can demonstrate complete and separate capability to ensure continuous operations.
  - iii.** A qualified technical staff available 24/7/365 with the expertise to provide assistance to any inquiry from the DTTS staff regarding an in-transit SNS shipment.
  - iv.** Evidence of written certification that Sections 1-3 above are in place and available in support of the DTTS mission.
  - v.** Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical or battery powered equipment must be HERO certified. The SNSV is responsible to ensure HERO certification is obtained prior to use. The SNSV shall be provided with SDDC points of contact to assist in the HERO certification process. The SNSV will provide all technical engineering specifications as requested.
  - vi.** An interested vendor will present its request for qualification, which sufficiently demonstrates the relevant equipment/system/functional capabilities to the DTTS Program Management Office (PMO) for review and analysis. If it is initially determined that a prospective vendor system and their functional capability meets minimal DoD requirements and standards, the DTTS PMO will recommend a test phase.

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**vii.** A test phase will demonstrate a vendor’s ability to provide all the services specified in this publication to DTTS. The test phase involves monitoring non-AA&E/OSM shipments moving from origin to destination traversing varying geographical conditions. At DTTS’s discretion, this test phase process may entail several test movements. Test(s) shall be conducted using the required standard interface.

**viii.** Upon successful completion of the test phase, the DTTS PMO will notify HQ SDDC Special Requirements Branch in writing that the SNSV is approved for use by a TSP if both the test phase process and HERO certification are successful.

**ix.** Approved SNSV will be subject to audit by the DTTS PMO every two years to ensure compliance with the outlined requirements.

**b.** Standard Interface: The SNSV will use a data transfer method that conforms to current DoD information assurance requirements. Record layout shall be developed by the TGIS PMO in coordination with DTTS PMO to ensure data integrity. Contact the TGIS PMO at [usarmy.scott.sddc.mbx.tgis-support@army.mil](mailto:usarmy.scott.sddc.mbx.tgis-support@army.mil) for all interface questions and concerns.

**11.** HERO Certification. There are two options to approve the use of equipment that emits electromagnetic radiation and is operated within 10 feet from explosives devices.

**a.** Option 1.

**i.** Carrier will provide technical information and physical location of where the proposed equipment will be installed to SDDC Safety for evaluation.

**ii.** SDDC Safety will use a common mathematic process defined in MIL-HDBK-240 to determine safe separation distances of the proposed equipment.

**iii.** SDDC Safety will determine HERO safe operation for the equipment.

(1) If the proposed location of the equipment is not within the HERO unsafe distance, it will be approved for use.

(2) If the proposed location of the equipment is within the HERO unsafe distance, the package will be returned to the carrier. The carrier may consider possible changes to equipment location and resubmit the proposed package to SDDC Safety for re-evaluation or use option 2.

**iv.** Records will be maintained as part of the TSP performance record and a copy of the approval will be provided to the carrier for their records.

**b.** Option 2.

**i.** Carrier will provide technical information and physical location of where the proposed equipment will be installed to the Naval Ordnance Safety and Security Activity (NOSSA) to initiate a request for advanced testing to investigate any additional protective measures or changes to installation that will allow use of the equipment within a HERO environment.

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- ii. If NOSSA approval is received, the carrier will provide a copy of the equipment approval to SDDC for inclusion in their TSP performance record and maintain a copy for the duration of equipment use.
12. The TSP is responsible for properly installing and maintaining the HERO certified devices. HERO certified devices shall be installed and operated in compliance with the engineering specifications documented in the HERO Certification Report specified for each model.

### **ITEM 113 – ESCORT/FLAGMAN/TELEPHONE SERVICE (MES/MEN/MET)**

1. When DoD has a bona fide need for escorts/flagman/telephone service, and this service is requested or required by a shipper or regulatory agency, the applicable compensatory rates for escort vehicles/flagman/telephone service shall be:
  - a. MES(1) \$\_\_\_ per mile per escort vehicle/flagman, subject to a minimum charge of MES(2) \$\_\_\_ per escort vehicle/flagman. Charges will apply only to the mileage where the service is used.
  - b. When movement hours are restricted by a regulatory agency, TSP may include an overnight subsistence charge of MEN (1) \$\_\_\_ per night per flagman and/or escort vehicle driver.
  - c. When an escort vehicle or flagman is furnished by the state, county, or municipality, the TSP will advance the required charges, in accordance with Advancing Charges, Section A, VI, Para. A in this publication.
2. When requested, TSP will furnish mobile telephone(s) or two-way radio(s) at a charge of MET (1) \$\_\_\_ for each vehicle equipped. This charge will not apply when telephones/radios are required as part of a TPS described in this publication.

### **ITEM 115 – EXTRA LIGHTS - OVERDIMENSIONAL LOADS (ELS)**

1. When a state regulatory agency requires that lights, flashing or not flashing, be placed on an over dimensional shipment, a charge of ELS (1) \$\_\_\_ per vehicle will apply.

### **ITEM 117 – IMPACTOGRAPHS (IMP)**

1. When requested by shipper or consignee, impactographs shall be provided at a charge of IMP(1) \$\_\_\_ per loaded mile per impactograph, subject to a minimum charge of IMP(2) \$\_\_\_ per impactograph.

**ITEM 119 – OVERDIMENSIONAL FREIGHT SERVICE**  
**(520)/OVERWEIGHT PERMIT SHIPMENTS (PER)**

1. A shipment shall be considered over dimensional (height, length, width) or “overweight” based upon legal requirements when the height, width, length, or weight exceeds the measurements stated below, as determined by any state, or other government regulatory authority whose jurisdiction the shipment will travel. All DoD and non-DoD agencies requirements involving over dimensional freight service cannot be used in conjunction with voluntary tenders and must be submitted through the electronic spot bid application. If unable to satisfy requirements through the use of electronic spot then requirements will be submitted to HQ SDDC Special Requirements Branch for negotiation.
2. Dimension measurements include:
  - a. Height: 162 inches (13 feet 6 inches) measured from the ground to the highest point of the cargo after loading.
  - b. Length: 636 inches (53 feet). Over length dimensional charges will not be assessed for interstate/intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.
  - c. Width: 102 inches (8 feet 6 inches)
  - d. Cargo that exceeds these measurements may require permits.
3. An overweight shipment consists of any non-divisible article that requires an excess weight permit for each interstate and/or intrastate movement. Maximum highway load weight may vary from state to state. As a general rule, the maximum cargo weight that can be hauled legally without permits is 48,000 lbs. (45,000 lbs. on lowboy equipment). Federally mandated maximum weights for the National System of Interstate and Defense Highways and reasonable access thereto (IAW 23 CFR Part 658.17) states the following maximum weights:
  - a. 80,000 pounds gross vehicle weight (tractor + trailer + load)
  - b. 20,000 pound single axle weight
  - c. 34,000 pound tandem axle weight
4. Axle spacing is another consideration that must be taken into account when looking at Federal weight compliance. To protect bridges, the number and spacing of axles carrying the vehicle load must be calculated. Thus, a bridge weight formula is also applied to commercial vehicles in determining their compliance with Federal weight limits. The Federal bridge formula applies when the gross weight on two or more consecutive axles exceeds the limitations of the formula, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more.  $W=500(LN/N-1 + 12N$

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+36); where W=overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds. L=distance in feet between the extreme of any group of 2 or more consecutive axles, and N=number of axles in the group under consideration.

**ITEM 121 – OVERDIMENSIONAL AND OVERWEIGHT PERMIT CHARGES**

1. Over dimensional freight service (520) will apply only to truckload shipments. Line haul transportation charges shall be based on the applicable truckload charge (rate qualifiers PL and PM), highest truckload minimum weight applicable to the equipment loaded by the shipper, or actual weight if in excess of the minimum weight, and accompanying truckload rate.
2. All relevant charges directly related to over dimensional/overweight freight shipments, including costs of any special permits toll charges shall be included as part of the negotiated rate or spot bid. TSP must retain valid receipts or documentation and/or permit charge receipts to support any over dimensional or overweight charges.

**ITEM 123 – RESTRICTED SPEEDS (RSS)**

1. TSPs may at times be restricted to speeds below those posted because of the unusual requirements or characteristics of the shipment. The following charges shall apply:

**Table 123—Restricted Speed Charges**

<b>RESTRICTED SPEED</b>	<b>RATE PER VEHICLE MILE</b>
20 MPH or less	RSS(1) \$ _____
21 to 25 MPH	RSS(2) \$ _____
26 to 35 MPH	RSS(3) \$ _____
36 to 40 MPH	RSS(4) \$ _____
41 to 46 MPH	RSS(5) \$ _____

**ITEM 125 – SPECIAL SERVICES**

1. Delays caused by the failure of the shipper to provide the following may be subject to Detention: Vehicle with Power Units, Item 21, in this section, without benefit of free time.
  - a. Sufficient clearance for all overhead wires in areas necessary for passage of



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charge of ADL (1) \$ \_\_\_ per 24 hour period, or fraction thereof, until released.

- d. If in the performance of the advance loading service, a TSP is required to travel any miles in excess of the miles which would have been traveled if the TSP's vehicle had proceeded immediately from loading point to destination, each excess mile shall be subject to a charge of ADL(2) \$ \_\_\_ per mile. The term "excess miles" under this item shall be interpreted as the difference between the short route mileage from point of loading to point of unloading, versus the short route mileage from point of loading to TSP's holding point, plus the short route mileage from holding point to point of unloading. However, if the TSP holding point is located within the same 9-digit SPLC area as origin or destination, excess mileage shall be considered to be zero, and excessive mileage charges will not apply.

### 2. Application.

- a. Any charges administratively determined to apply under this item shall be in addition to all other applicable charges.
- b. TSP who submit claims for ADL services are prohibited from charging for storage or detention.
- c. TSPs shall provide for a credit allowance when a tank semi-trailer is provided by the DoD.

## **ITEM 131 – ALLOWANCES (SPA)**

1. An allowance of SPA(1) \$ \_\_\_ per round trip, shall be shown on the freight bill and shall be subtracted from line haul charges.
2. TSP will assume all liability resulting from the possession, operation, and use of DoD equipment, except any liability resulting from defects noted in the DoD equipment prior to TSP assuming possession of the tank semi-trailer.
3. The TSP shall be responsible for returning DoD-provided semi-trailers to the shipper/consignee in the same condition as received, except for ordinary wear and tear.
4. When, through no fault of the TSP, a DoD-provided tank vehicle being used to transport a load is the proximate cause of a delay, any delay in excess of two hours for loading/unloading shall be charged for as provided for in detention: Vehicles with Power Units, Item 23 in this section, with no further free time being allowed.

## **ITEM 133 – CARGO LIABILITY**

1. Shipments of bulk commodities in tank truck or tank trailer service shall in no circumstances be subject to released value rates, as damage to such shipments shall be the actual value of the shipment and subject the TSP to full TSP liability.

**ITEM 135 – TRANSPORTATION SERVICE PROVIDER EQUIPMENT**

1. For tank truck shipments, the TSP will furnish a tank vehicle(s) that meet applicable federal safety regulations in order to safely transport bulk cargo. The TSP shall be responsible for closing and securing all hatches and valves on the tank vehicle.
2. Each tank vehicle will have a clean interior, be free of product odor, substantially void of lint, and completely dry. All valves, including pop valves on the tank, shall be clean. Each tank and all of its connections and gaskets shall be leak-free. Gaskets shall be void of product odor and contamination.
3. Each tank vehicle will have a clean exterior, free of any residual material, however it is not required that the tank vehicle be stain-free. Hose tubes and bumpers shall be clean and product odor free.
4. TSP will furnish proper hose equipment when required to accomplish pickup and/or delivery. See Hose (EDD/EDO/HOS/HOX), Item 147, for charges.
5. Equipment furnished for loading may be rejected if the shipper upon inspection considers the equipment unfit for transportation. Rejected equipment will not be subject to VFN charges.
6. Any equipment furnished for any shipment that possesses greater capacity than required by the government merely for the convenience of the TSP shall be provided at no additional cost to DoD.

**ITEM 137 – CIRCUITOUS ROUTING (CTR)**

1. When CTR charges are based on distance, shipments requiring special permits shall be determined according to DTOD practical mileage.
2. When rates are based on other than distance and out-of-route mileage is mandated by law/regulation, excess mileage shall be subject to a charge of CTR(1) \_\_\_ per mile.
3. When CTR is used merely for TSP convenience, circuitous charges will not accrue, and transportation charges shall be calculated on shortest route mileage, regardless of mileage actually traveled.

**ITEM 139 – CLEANING (CLN)**

1. In the event that DoD tenders to the TSP contaminated fuel, the TSP shall be entitled to a cleaning charge of its tank truck.
2. In such circumstances, the charge shall be CLN(1) \$ \_\_\_ per vehicle unit cleaned.

**ITEM 141 – COMPUTATION OF FREIGHT CHARGES**

1. Except as provided in Minimum Loads/Gallons, item 149, freight charges in DoD

## SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

tenders governed by this publication shall be the higher rate of:

- a. TSP rate multiplied by the minimum gallons stated in the tender; or TSP rate multiplied by the temperature-corrected gallons (see Definitions, Appendix E) placed in the vehicle at the time of loading and shall be determined by the loading facility through either the use of temperature-compensating meters or by manual conversion in accordance with the appropriate tables in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS)' available for purchase at <http://api-ep.api.org/>.

### **ITEM 143 – EXPEDITED SERVICE (EXP)**

1. Unless otherwise specifically noted in this item, the provisions set forth in EXP, Item 35, of this section, will apply to EXP for tank truck transportation.
2. Where line-haul rates are based upon a per hundredweight criteria, the EXP charge shall be the applicable line-haul rate at the highest minimum weight, or actual weight if greater, and increased 20 percent. Where line-haul rates are based upon a per mile or per vehicle used basis, the EXP charge shall be assessed at the line-haul rate plus 20 percent in addition to all other applicable charges.

### **ITEM 145 – FRACTIONS**

1. For computation of fractions, see Section A, IV, Completing a SDDC 364-R Tender, Para. C, Section D, in this publication.

### **ITEM 147 – HOSE (EDD/EDO/HOS/HOX)**

1. TSP will provide either 2- or 3-inch hose (inside diameter) upon request of the shipper/consignee, and provision of such equipment is subject to the following conditions and charges.
  - a. Distance from the shipper's discharge point to TSP vehicle intake point exceeding 36 feet; or
  - b. Distance from the point of discharge of the TSP vehicle to consignee's intake point exceeding 36 feet, whichever is greater.
  - c. HOS(1) \$ \_\_\_ per foot, subject to a minimum charge of HOS(2) \$\_\_\_.
2. In circumstances where a specific hose is required due to special requirements of a shipment- e.g., chem-solv, stainless steel, teflon, or vitron--by the shipper and/or consignee, either 2- or 3-inch hose (inside diameter) meeting that specific need shall be provided by the TSP, and shall be subject to the following conditions and charges:
  - a. Distance from the shipper's discharge point to TSP vehicle intake point.
  - b. Distance from the point of discharge of TSP vehicle to consignee's intake point

## SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

whichever is greater.

- c. HOX(1) \$\_\_\_ per foot, subject to a minimum charge of HOX(2) \$\_\_\_.
3. When necessary for TSP to dispatch a service truck either to origin or destination in order to provide extra hose, the following additional charges will apply:
  - a. EDO(1) \$\_\_\_ per mile, or fraction, from origin and return to the terminal, subject to a minimum charge of EDO(2) \$\_\_\_.
  - b. EDD(1) \$\_\_\_ per mile, or fraction, from the terminal to destination and return, subject to a minimum charge of EDD(2) \$\_\_\_.
  - c. TSP will annotate BL with the terminal, origin, and destination SPLCs to verify mileage.
  - d. Driver of the service truck will assist in stringing, connecting, disconnecting, and picking up hose upon request.
4. Mileage shall be determined according to DTOD.

### **ITEM 149 – MINIMUM LOADS/GALLONS**

1. Except as provided in paragraph 4 below, if a TSP is unable to furnish vehicle or specifically requested by the shipper to handle the minimum gallons stated in the TSP tender, or if the TSP furnishes a vehicle that has a capacity, when loaded, of less than the minimum load/gallon calculation gallons stated in TSP tender, the minimum shall be the actual number of gallons loaded.
2. If a shipper requests a specific type of vehicle, and the quantity transported is less than the minimum gallons stated in TSP tender, the minimum gallon amount in the TSP tender will apply regardless of the capacity of the vehicle furnished.
3. When federal, state, or municipal laws (except regulations and/or specifications of the New York City Fire Department) limit gross weight of the vehicle that would prohibit loading of the minimum gallons stated in the TSP tender, the minimum amount that applies under this item shall be the number of gallons permitted by applicable.
4. If the vehicle furnished by a TSP has a greater capacity than ordered or required by a shipper, the minimum gallons stated in TSP tender will apply.

### **ITEM 151 – PICKUP AND DELIVERY**

1. Line haul rates and charges in a TSP's tender will automatically include one pickup at origin and one delivery at destination. In the event that additional pickups and deliveries are required, albeit at origin, intransit, or at destination, such additional pickup and delivery service shall be subject to additional charges.
2. Except in circumstances that involve dropped tank trailers, TSP drivers are permitted

## SECTION B – MOTOR TRANSPORTATION SERVICE PROVIDER RULES

to assist the shipper or consignee when pumping service is specifically requested by the shipper or consignee, under the rules specifically provided in Item 155, Pumping Service.

3. Pickup and delivery shall be during normal operating hours of the DoD facility involved.

### **ITEM 153 - PICKUP AND DELIVERY ON SATURDAYS (SAT) SUNDAYS OR HOLIDAYS (HOL) AND BEFORE OR AFTER NORMAL OPERATING HOURS (PUD)**

1. For rules regarding pickup/delivery on Saturdays, Sundays, holidays and before/after normal operating hours, see Item 55, in this section.

### **ITEM 155 – UNASSISTED PUMPING SERVICE (PAJ)**

1. If a TSP is requested to perform pumping service unassisted by a shipper or consignee, a pumping equipment charge of PAJ(1) \$\_\_\_ per gallon will apply, subject to a minimum charge of PAJ(2) \$\_\_\_ per shipment.
2. Charges shall be based on actual gallons pumped.
3. TSP will ensure that the unassisted pumping service is properly certified by the shipper or consignee and annotate on BL accordingly.

### **ITEM 157 – REDELIVERY (RCL)**

1. 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.

### **ITEM 159 – SEALING OF TANK VEHICLES**

1. TSP shall not be permitted to charge for seals and/or locks placed on loading hatches and valves by shipper for the purpose of protecting the integrity of the shipment.

### **ITEM 161 – SPLIT DELIVERY (SDL)**

1. For rules regarding SDL, see Item 71, in this section.

**ITEM 163 – SPLIT PICKUP (SPU)**

1. For rules regarding SPU, see Item 73, in this section.

**ITEM 165 – VEHICLES FURNISHED BUT NOT USED (VFN)**

1. For rules regarding VFN, see Item 77, in this section.

**ITEM 167 – WATERFRONT DELIVERY (WDS)**

1. When a TSP makes deliveries to ships, boats or crafts, a charge of WDS(1) \$\_\_\_ per hour or fraction will be assessed subject to a minimum of WDS(2) hours.
2. The time for waterfront delivery charges in paragraph 1 shall begin when the driver of a TSP advises the consignee that vehicle is located alongside ship and available for unloading. The time will end when released by the consignee. In the event that the total requirement for a shipment requires multiple deliveries within the same DoD installation or port, then all deliveries shall be considered as one delivery for the purposes of this item. All chargeable hours shall be annotated and certified on the TSP delivery ticket in writing by an authorized government representative.

**SECTION C – RAIL TRANSPORTATION SERVICE  
PROVIDER RULES**

## **I. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER INFORMATION**

1. This part describes the general requirements for rail TSP engaged in the transportation of DoD freight. Rail TSP shall at all times comply with applicable federal statutes and regulations, or applicable state laws, when providing rail transportation on behalf of DoD 1.
2. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, IX, Emergency Notification Information, Table 1.

### **ITEM 169 – CAR SUPPLY**

1. TSPs shall neither require nor forbid the use of DoDX cars in a tender. Inclusion of such a provision shall render the tender null and void.
2. TSP are permitted to store cars on an installation, subject to obtaining prior approval from a designated and authorized site representative.
3. Notwithstanding the foregoing provisions, nothing in this item will require a TSP to accept a loaded DoDX car for transport when the rail car design does not conform to the Interchange Rules.
4. In the event that a TSP accepts a loaded DoDX car for transport, nothing in this item or in the tender shall permit a railroad to charge different rates or pay a different mileage allowance on a loaded DoDX car accepted for transport even though its design does not conform to the Interchange Rules.

### **ITEM 170 – SHIPPER REQUIREMENTS AND RESPONSIBILITES**

1. Shipper at origin is ultimately responsible for ensuring all equipment is properly loaded and secured to railcars prior to releasing cars to TSP in accordance with AAR Open Top Loading Rules (OTLR). TSP train crews and local inspectors are not all qualified to ascertain proper securement of military equipment. TSP pulling a train does not relieve the shipper of responsibility for proper securement.

**EXCEPTION: When tiedown services are provided by the TSP, then the TSP shall bare responsibility.**

2. Waybills formalize a shipment and are used to generate a freight bill.

### **ITEM 171 – DESCRIPTION OF ARTICLES AND INSPECTION**

1. Freight charges shall be assessed according to proper description of the freight in question. TSP has the right to inspect any shipment to determine the applicable rate

## SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

based on its tenders. When the articles of the shipment are considered by the TSP to be incorrectly described on BL, the TSP shall immediately notify the shipper of the discrepancy on the applicable BL, and notate that discrepancy on the BL.

2. The below terms are to be used when communicating railcar loading/unloading status to any stakeholder in the logistics process. This will eliminate confusion and allow stakeholders to allocate appropriate resources to facilitate the loading/unloading efficiently and without delay or waste.
  - a. "Loaded" - The specified railcar(s) have been loaded with all equipment designated for those railcar(s) **AND** secured/tied down IAW the Open Top Loading Rules (OTLR).
  - b. "Inspected" - The specified railcar or group of railcars have been approved for movement by the designated Railroad inspector. This includes measurements and securing of the equipment IAW the OTLR.
  - c. "Waybilled" - The specified railcar or group of railcars have been processed in the Railroad's system and have been confirmed by the railroad that 'good billing' has applied to the railcar(s) for movement.

### **ITEM 173 – DRIVER INSTRUCTIONS**

1. See Section B, Item 9 in this publication. This section applies to any motor transportation portion or leg of a shipment considered incidental to a rail TOFC/COFC shipment. TSP will ensure at all times any leg of a shipment involving carriage of goods by a motor TSP shall be moved under the proper and lawful operating authority as required by applicable sections set forth in 49 U.S.C.

### **ITEM 175 – PROPORTIONAL AND COMBINATION RATES**

1. Proportional rates are limited to traffic destined to, or originating at, specific points or territories. Proportional rates shall apply when the entire movement is performed by a TSP, or by a TSP performing motor transportation incidental to the rail shipment for TOFC/COFC shipments. See Definitions, Appendix E, for more information on proportional rates.
2. Combination rates are determined by combining rates set forth in different applicable tenders in order to construct a through rate from one point to another. These through rate combinations may also include security services. See Definitions, Appendix E for more information on combination rates.
3. A TSP will indicate in Section B of each tender whether rates and charges may be used as proportional rates only or whether such rates may or may not be combined with another rate.

**ITEM 177 – SUBSTITUTION OF FREIGHT CARS**

1. When a car order is placed by transportation officer and the rail TSP is unable to furnish a car of the length and/or capacity ordered, the rail TSP, for its own convenience, may substitute a car of greater length and/or capacity; or may substitute two or more cars which equal or exceed the length and/or capacity of the car ordered. The cars replacing those ordered must contain the same equipment, i.e., with chain tie-down devices, as the cars originally ordered. For example, if a transportation officer orders two (2) 89-foot flatcars with chain tie-down devices, a rail TSP, for its own convenience, may substitute three (3) 60-foot flatcars with chain tie-down devices; or, as another example, a rail TSP may substitute two (2) 89-foot flatcars in lieu of one (1) bi-level car ordered. The freight charges shall be assessed on the basis of the car(s) ordered.
2. In order to differentiate between cars which are furnished for substitution and cars which are furnished to order, the transportation officer will annotate on the BL both the size of the car(s) ordered and the size of the car(s) furnished. When shipments are to be made in closed cars exceeding 4,150 cubic feet capacity, both the length and cubic capacity of the car(s) ordered and the car(s) furnished shall be shown on the BL. The substituted cars shall be designated on the BL by car numbers.
3. A TSP shall be prohibited from accepting rail car orders from any party other than SDDC's Fleet Management contractor, unless otherwise specified in writing by authorized SDDC personnel.

**ITEM 179 – SWITCHING AND TRANSFER SERVICES**

1. Voluntary Tenders: TSP shall submit joint and/or single line tender rates that include all charges for switching (IAW DTR Part II, Chapter 201, Paragraph R, Switching Or Customer Sidetrack Agreements) drayage, other transfer services (including river crossings or ferry service) at origin/destination, intermediate interchanges, and stations, for shipments handled through these intermediate points, which are not stopped for special services at those intermediate points or interchange stations.
  - a. Negotiated Tenders: The TSP shall make HQ SDDC Special Requirements aware of any switching or customer sidetrack agreements and/or services/accessorials always required at specified origin/destination not accounted for on the initial solicitation. Notification of known requirements must be made prior to solicitation closing date/time to accommodate solicitation amendment procedures.
    - i. For instances where requirements are determined during execution of the rail movement the TSP shall be entitled to submit an invoice charge via TPPS eBill for services/accessorials provided.

**NOTE: For these purposes execution of the rail movement starts when TSP begins movement of empty rail cars to support the movement.**

- b. TSP shall be entitled to submit an invoice charge via TPPS eBill for switching

requirements that exceed switching or sidetrack agreements as a result of origin/destination restrictions.

## **II. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER RULES**

1. This part sets forth requirements a TSP will follow when providing rates for services offered when handling, storing, or transporting any type of DoD freight. Rules contained in this part shall be followed in order for TSP to continue as a SDDC approved TSP.

### **ITEM 180 – RAIL IN-TRANSIT VISIBILITY (RAIL ITV) REPORTING**

1. All rail transportation service providers (TSPs) shall provide in-transit visibility (ITV) of cars of military interest on their tracks, in their bailment, or delivered by them to a point of loading or unloading.
2. Where particular circumstances (e.g. trackage rights, haulage, reciprocal switching, switching & terminal trackage, etc.) mean that paragraph 1 tasks two or more TSPs to provide ITV of the same car, only one TSP need provide ITV. The Government is neutral as to which TSP provides ITV, but will look to the tendering TSP, or, if no tender is involved, the TSP having bailment, to correct the situation if ITV is not provided or is repeatedly provided incorrectly.
3. “Cars of military interest” are those cars that meet one or more of the following:
  - a. Cars, loaded or empty, and locomotives with DoDX, USAX, USNX, DAFX or reporting marks to include cars stenciled “for military service only.
  - b. Loaded cars moving to or from a military installation.
  - c. Cars loaded by a military shipper.
  - d. Cars loaded with the following Standard Transportation Commodity Codes (STCCs) being reported on the BL:
    - i. 19 \*\*\* \*\*
    - ii. 34 411 18
    - iii. 35 484 20
    - iv. 36 612 40
    - v. 37 114 \*\*
    - vi. 37 324 20
    - vii. 41 111 12

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viii. 41 111 52

ix. 41 111 54

x. 41 111 70

xi. 41 117 10

- e. Empty cars nominated for loading or moving to be loaded on a military installation or by a military shipper.
- 4. Rail TSPs shall have no obligation to provide ITV for:
  - a. Movements after cars are reported as “Placed to Patron,” i.e., on installation movements.
  - b. Intermodal movements when commercial terminals are used for both loading and unloading.
- 5. Reporting of rail ITV by TSPs shall be performed by using Car Location Messages (CLMs) and EDI 214 transactions as indicated in Section A – Transportation Service Provider General Rules Para III subsection B. TSPs may provide CLMs directly, through Railinc Corporation, or through Value-Added Resellers (VARs). The CLM format to be reported is “Y – Custom ETA with Years.”
- 6. CLMs shall be delivered to SDDC’s Managed File Transfer Server (MFTS) using Secure File Transfer Protocol (SFTP) or other mutually agreeable secure means of transmission.
- 7. If batched, CLMs shall be delivered at least every 4 hours between the hour and quarter past the hour at 0200, 0600, 1000, 1400, 1800, and 2200 CST.

### **ITEM 181 – BLOCKING, BRACING AND TIE DOWN SERVICES FOR VEHICLES AND MILITARY TRACTOR TANKS (BLK)**

- 1. When requested by shipper, line haul rates submitted in a rail tender for vehicles and Military tractor tanks shall include blocking, bracing, and tie down (including materials and inspector) services on railcars.
- 2. Charge: BLK (1) \$ \_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 183 – COMPUTATION OF TANK CAR FREIGHT CHARGES**

- 1. The applicable freight charges for tank car shall be considered to be the greater of (except for those circumstances specifically provided for under the Exception provision in paragraph 2):
  - a. The amount computed by multiplying the rail TSP rate by the minimum gallons stated in a TSP’s applicable tender.
  - b. The amount computed by multiplying TSP rate by the temperature-corrected

## SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

gallons placed in the tank car at time of loading. Temperature-corrected gallons shall be calculated by the loading facility through use of temperature-compensating meters or by manual conversion IAW appropriate tables contained in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS) at the time of shipment.

2. Exception: upon request, when the quantity transported is less than the minimum gallons stated in TSP tender, the minimum gallon amount in the TSP tender will apply regardless of the capacity of the vehicle furnished.

### **ITEM 185 – CRANE AT ORIGIN (500)**

1. The type of crane at origin of a shipment shall be determined by the specific requirements of the applicable shipment by the shipper. (i.e., weight of shipment/item). When requested by a shipper, a TSP will provide crane service. Charge: 500 (1) \$\_\_\_ per Hour. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 187 – CRANE OPERATOR AT ORIGIN (505)**

1. When requested by a shipper, a TSP will provide a qualified crane operator at origin for the period (based on hours of operation) requested by a shipper. Charge: 505 (1) \$\_\_\_ per Hour. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 189 – CRANE AT DESTINATION (495)**

1. The type of crane at destination shall be determined by the specific requirements of the shipment. (i.e., weight of shipment/item) as determined by the consignee. When requested by the consignee, TSP will provide crane service. Charge: 495 (1) \$\_\_\_ per Hour. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 191 – CRANE OPERATOR AT DESTINATION (490)**

1. When requested by consignee, a TSP will provide a qualified crane operator at destination for the period (based on hours of operation) specified by the shipper. Charge: 490 (1) \$\_\_\_ per Hour. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 193 – DEDICATED SWITCH ENGINE AT ORIGIN (LME)**

1. A TSP will provide a dedicated switch engine to move railcars at origin upon request by the shipper. Charge: LME (1) \_\_\_ per engine, per day. Option: Enter “\$0.00” to perform at no charge.

**ITEM 195 – DEDICATED SWITCH ENGINE AT DESTINATION (LMD)**

1. TSP will provide a dedicated switch engine utilized to move railcars at destination upon request by the consignee. Charge: LMD (1) \_\_\_ per engine, per day. Option: Enter “\$0.00” to perform at no charge.

**ITEM 197 – DEDICATED SWITCH ENGINE CREW AT ORIGIN (LTE)**

1. When requested by a shipper, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at origin. Charge: LTE (1) \$\_\_\_ per shift, of eight hours work. Option: Enter “\$0.00” to perform at no charge.

**ITEM 199 – DEDICATED SWITCH ENGINE CREW AT DESTINATION (LFD)**

1. When requested by a consignee, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at destination. Charge: LFD (1) \$\_\_\_ per shift, of 8 hours’ work. Option: Enter “\$0.00” to perform at no charge.

**ITEM 201 – DEMURRAGE (STRAIGHT) (DEM)**

1. A serving railroad notice of arrival shall be provided to the consignee within 24 hours (except Federal holidays) of actual arrival time. When required notice of arrival is not given within 24 hours of arrival, time shall be computed from the first 12:01 AM after notice was actually given or after placement, whichever is earlier. The notice to be provided to the consignee will include:
  - a. Car initials and number
  - b. Commodity
  - c. Hold point, if the rail car is constructively placed short of the billed destination
2. Free time shall be computed from the first 12:01 AM after actual or constructive placement and Federal holidays shall be excluded in computing free time. Free time shall be allowed for each car as follows:
  - a. DEM (1) \_\_\_ hours for loading.
  - b. DEM (2) \_\_\_ hours for unloading.
3. After expiration of free time, the following charges per car per day or fraction thereof shall be assessed until car is released.
  - a. DEM (3) \$\_\_\_ for each of the first four days.
  - b. DEM (4) \$\_\_\_ for each of the next two days.
  - c. DEM (5) \$\_\_\_ for each subsequent day.

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- 4. Termination of Demurrage.**
  - a.** 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.
- 5.** Releasing railcars will be completed by using serving railroad electronic tools. If that is not available or practical, an email to the POC at the serving railroad that manages the railcars will be acceptable. When the same car is unloaded and reloaded, each transaction shall be treated as independent of the other. In such circumstance, free time for reloading will not begin until 12:01 AM after completion of unloading and notification is given to railroad IAW paragraph 4 above.
- 6.** Time for loaded or empty cars delivering on interchange tracks where DoD/contractor personnel perform the switching shall be computed beginning at 12:01 AM after actual or constructive placement occurs, and shall continue until the rail cars are returned to the same or another interchange track and notification is given IAW paragraph 4 above.
- 7.** When a railroad provides two or more cars for its own convenience in lieu of the car(s) ordered by a shipper, any demurrage charge that might accrue shall apply only to the number of car(s) actually ordered.
- 8.** Under no circumstances shall a serving railroad charge demurrage charges in situations where the railcars are DoD owned or DoD leased cars, and rail cars are located on DoD owned or DoD contractor-owned rail tracks.
- 9.** When DoD owned rail cars are located on railroad owned tracks for the convenience of the railroads, that period shall be eliminated when computing demurrage charges. DoD owned cars that are located on railroad-owned tracks at the request of shipper or consignee shall be subject to demurrage charges as provided in this item.
- 10.** When a serving railroad is unable to load, unload, receive, or dispatch to another railroad because of a railroad strike, the following will apply:
  - a.** The time from 12:01 AM after interference begins until 12:01 AM after interference ceases shall be excluded by serving railroad when computing and filing a claim for demurrage.
  - b.** The time immediately preceding and time immediately subsequent to the interference shall be consolidated into one period of detention.
  - c.** When by reasons of delay or irregularity in filling orders, or as the result of an act or neglect of the railroad or because of weather interference described in paragraph 11 below, cars are bunched and placed for loading or unloading in accumulated numbers in excess of the daily placing as ordered or in excess of the number daily received, the Government shall be allowed such free time for loading or unloading as it would have been entitled to had the cars not been bunched. A claim, in writing, within thirty (30) days of receipt of demurrage bill must be presented to the

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railroad, certifying initial and number for each car in the bunching claim.

- 11. In circumstances where severe weather conditions (floods, earthquakes, hurricanes, tornadoes, or similar “acts of God”) make it impractical or otherwise, impossible to load or unload a shipment, the duration in time of the severe weather condition shall be eliminated in computing demurrage, provided the shipper/consignee advises the serving railroad of the nature and expected duration of the weather interference at or/prior to the time the rail car is released.
- 12. In circumstances involving abnormal traffic patterns or unusual scenarios, the applicable demurrage provisions for facilities and shipment that require specifics considerations shall be negotiated in advance between authorized representatives of SDDC and the TSP.

**ITEM 203 – DRAYAGE AT ORIGIN (DPE)**

- 1. When requested by a shipper, a TSP will provide the labor/drayage services at origin to transport equipment to designated location. Charge: DPE (1) \$\_\_\_ per Vehicle. Option: Enter “\$0.00” to perform at no charge.

**ITEM 205 – DRAYAGE AT DESTINATION (DPD)**

- 1. When requested by a consignee, a TSP will provide the labor/drayage services at destination to transport equipment to designated location. Charge: DPD (1) \$\_\_\_ per Vehicle. Option: Enter “\$0.00” to perform at no charge.

**ITEM 207 – EMPTY CARS ORDERED BUT NOT USED (ECS)**

- 1. A TSP shall be entitled to submit an invoice charge for railroad-furnished rail cars that exceed the allotted threshold for railcars that were ordered by a shipper/consignee but not used. Such charges shall only be owed if the order for those empty railcar(s) were not canceled prior to commencing movement towards loading destination. Such charges shall not exceed the Per Car (PC) line haul rate associated with same order - Charge: ECS (1) \$\_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.
  - a. Threshold Determination: Take the Railcars ordered and then subtract the Railcars used for a difference in ordered versus used. Take the difference in ordered versus used and then subtract the applicable threshold amount to give you the Railcars that may be charged for ordered not used.

b. Thresholds:

<b>Railcars Ordered.....</b>	<b>Threshold</b>
1-50.....	5 Railcars
51-100.....	7 Railcars
101-150.....	10 Railcars



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where the rail car is refused by a shipper as unfit for loading or in a defective mechanical condition.

- c. In situations involving consecutive empty movement that result from a shipper ordering but not utilizing DoDX cars, charges shall be submitted in TSP's tender.

### **ITEM 209 – FREIGHT ALL KINDS - STCC NUMBER 461125**

1. Freights All Kinds (FAK) consists of commodities TSP offer to transport at one inclusive rate or charge in their tender.
2. The following listed commodities are prohibited from being included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives (Class 1)
  - c. Radioactive materials
  - d. Etiologic agents
  - e. DPM commodities, HHG, personal effects or unaccompanied baggage
  - f. Live animals
  - g. Bulk commodities
  - h. Corpse(s)
  - i. Currency
  - j. Coins
  - k. Precious metals
  - l. Food, fresh, frozen, or requiring refrigeration or other protective service
  - m. Postage stamps or stamped envelopes
  - n. Military tractor tanks and tracked vehicles
  - o. Hazardous materials and hazardous waste
  - p. Railway equipment moving on own wheels not in interchange service
  - q. Military impedimenta in exercise movements or troop movements
  - r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
  - s. Vehicles (self-propelled)
  - t. Engines
  - u. Missiles or Rockets
3. A TSP that files FAK tender rates may not restrict the application of such rates to

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certain commodities. All rate tender filling FAK rates under the description "Freight All Kinds" (4611125) shall be understood to include any commodities except those items specifically excluded in the list above.

4. Except as otherwise required by regulation or applicable law, shipments that are described on BLs as FAK (4611125) will not be described in any further detail concerning the specific commodity involved for that particular shipment.
5. Shipments that contain both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of a TSP assessing charges, and therefore such shipments shall be subject to the Mixed Shipment rule, Item 233, within this section.

### **ITEM 211 – FREIGHT ALL KINDS - STCC NUMBER 4611121**

1. FAK, STCC Number 4611121, which includes crated HHG or personal effects, consists of those commodities a TSP offers to transport at one inclusive rate or charge.
2. The following commodities may not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives (Class 1)
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Live animals
  - f. Bulk commodities
  - g. Corpse
  - h. Currency
  - i. Coins
  - j. Precious metals
  - k. Food, fresh, frozen, or requiring refrigeration or other protective service
  - l. Postage stamps or stamped envelopes
  - m. Military tractor tanks and tracked vehicles
  - n. Hazardous materials and hazardous waste
  - o. Railway equipment moving on own wheels not in interchange service
  - p. Military impedimenta in exercise movements or troop movements
  - q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
  - r. Vehicles (self-propelled)

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- s. Engines
- t. Missiles or Rockets
- 3. TSP moving FAK under this Item must comply with Item 209, paragraphs 3-5.
- 4. DPM shipments transported under FAK STCC 4611121 shall be released at full value (FRV) replacement for loss/damage of the shipments while in their possession. FRV liability is the equal to greater of; (1) \$5,000 per shipment or (2) \$4.00 x the net weight of the household goods shipped or \$4.00 x the gross weight of the unaccompanied baggage shipped, in pounds not to exceed \$50,000.

### **ITEM 213 – FREIGHT ALL KINDS - STCC NUMBER 4611123**

1. Freight All Kinds (FAK), STCC number 4611123, consists of those commodities a TSP offer to transport at one inclusive rate or charge.
2. The following commodities may not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives (see paragraph 3 below for exception)
  - c. Radioactive Materials
  - d. Etiologic Agents
  - e. DPM commodities, HHG, personal effects or unaccompanied baggage
  - f. Live Animals
  - g. Bulk Commodities
  - h. Corpses
  - i. Currency
  - j. Coins
  - k. Precious Metals
  - l. Food, fresh, frozen, or requiring refrigeration or other protective service
  - m. Postage stamps or stamped envelopes
  - n. Military tractor tanks and tracked vehicles
  - o. Railway equipment moving on own wheels not in interchange service
  - p. Military impedimenta in exercise movements or troop movements
  - q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
  - r. Vehicles (self-propelled)
  - s. Engines

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- t. Missiles or Rockets
- 3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.
- 4. Must comply with Item 209, paragraphs 3-5.

### **ITEM 215 – FREIGHT ALL KINDS - STCC NUMBER 4611122**

- 1. FAK, including crated HHG and personal effects, consists of those commodities TSP offer to transport at one inclusive rate or charge.
- 2. The following commodities may not be included as FAK:
  - a. Narcotics and dangerous Drugs
  - b. Ammunition and Explosives (see paragraph 3 below for exception)
  - c. Radioactive Materials
  - d. Etiologic Agents
  - e. Live Animals
  - f. Bulk Commodities
  - g. Corpses
  - h. Currency
  - i. Coins
  - j. Precious Metals
  - k. Food, fresh, frozen, or requiring refrigeration or other protective service
  - l. Postage stamps or stamped envelopes
  - m. Military tractor tanks and tracked vehicles
  - n. Railway equipment moving on own wheels not in interchange service
  - o. Military impedimenta in exercise movements or troop movements
  - p. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
  - q. Vehicles (self-propelled)
  - r. Engines
  - s. Missiles or Rockets
- 3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.
- 4. Must comply with Item 209, paragraphs 3-5.

5. DPM shipments transported under FAK STCC 4611122 shall be released at full replacement value (FRV) of item(s) up to \$50,000.

### **ITEM 217 – INCENTIVE SCHEDULED DELIVERY (GDS)**

1. Incentive Scheduled Delivery (GDS) is a service offered by the TSP on their voluntary tender that guarantees on time arrival of the shipment. Failure to meet RDDs does not normally establish grounds for recovery of damages resulting from late delivery of a TSP.
2. A TSP who wishes to offer guaranteed delivery service in their tender shall complete the paragraph set forth below, and forward to the installation requesting GDS. A copy of the below statement will also be sent by e-mail to [usarmy.scott.sddc.mbx.negotiations-team@army.mil](mailto:usarmy.scott.sddc.mbx.negotiations-team@army.mil). The statement will include origin, destination and tender number that would be applicable to the guaranteed delivery service. Shipments under this tender have a normal transit time from origin to destination of GDS (1) \_\_\_ days, including the day of departure and day of arrival. Shipments that have been designated by origin and destination under this tender are guaranteed to arrive within a transit time of GDS (2)\_\_\_ days, which shall include the day of departure and day of arrival. In the event a portion or all of the shipments under this tender, have a longer transit time than stated in GDS (2), the TSP agrees that GDS charges shall be reimbursed to the shipper through the currently authorized Third Party Payment System (TPPS) for an amount equal to twice the amount of the base transportation charges for the late shipments. This guarantee is provided at an added charge of GDS(3) \$\_\_\_ per car for all cars moved under the tender.
3. The TSP shall tender the executed statement set forth above and agree to provide GDS service prior to pickup of any shipment(s), as agreed upon and coordinated with shipper. TSP may agree on its own to service after shipment has been picked up. If GDS is requested by shipper after the initial TSP accepts delivery at origin, and the shipment is now with and interlining TSP, interlining TSP may bill a separate and independent bill under the currently authorized TPPS. If interlining TSP bills for GDS, documentation, by BL and railcar number, of what car received this service shall be provided by the interlining TSP.

### **ITEM 219 – HEATER/REFRIGERATOR SERVICE (HRS)**

1. Upon request by shipper, a TSP will provide Heater/Refrigerator Service (HRS) to protect a shipment from heat or cold. Conditions and charges for heater or refrigerator service will apply for shipper or TSP owned rail cars, trailers or containers containing mechanical temperature controlling devices. When heater service is requested by a shipper, the service shall not include the furnishing of alcohol or other auxiliary heaters.
2. Conditions:
  - a. Any temperature specified by the shipper to protect the contents of the shipment



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shipper requests that the TSP load vehicles under their own power onto a rail car.

- a. TSP requested to load freight or drive vehicles under own power onto railcars - Charge: LDA (1) \$ \_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.
- b. TSP requested to unload freight or drive vehicles under own power off railcars - Charge: LDL (1) \$ \_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 227 – MATERIALS (AAM)**

1. A TSP will provide proper materials to safeguard and protect DoD freight. TSP are required as a matter of law to utilize specified materials for certain shipments pursuant to applicable safety regulations concerning federal safety regulations concerning the blocking, bracing and tie-down of freight.
2. TSP will ensure materials provided (to include pallets, crates, boxes, reels, dunnage, frames, and cleats) meet the phytosanitary requirements stated in DoD 4140.01-M-1.
3. Charge: AAM (1) \$ \_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.
4. This Item is intended to authorize a charge for the material to secure the freight in accordance with AAR rules, when the material is not supplied by the shipper.

### **ITEM 229 – MILEAGE ALLOWANCES**

1. The mileage allowances set forth in the Freight Tariff RIC 6007-M, “Mileage Allowances and Rules Governing the Handling and Payment of Mileage: Also Charges on Cars of Private Ownership” issued by American Short Line and Regional Railroad Association, shall be the minimum standard that shall be accepted by DoD for use of DoD owned rail cars. The following provisions shall apply to cars lettered DoDX, USAX, USNX, or DAFX:
  - a. Mileage allowances shall be paid for all mileage of all movements, loaded or empty, which generate any transportation revenue for the TSP.
  - b. Mileage allowances shall be paid at specified rates in US dollars, regardless of where the mileage is accumulated.
  - c. Mileage allowance shall be paid per actual revenue mile as follows:

Car Series	\$ Per Mile	Type Of Cars
900-905	\$0.50	Cabooses
1000-19000	ASLG 6007	Tank Cars
20000-29499	\$0.30	Box Cars
29500-29508	\$1.00	Refrigerator Cars
29509-29999	\$0.30	Box Cars
30000-35999	\$0.50	Flat Cars, Varied

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36000-36999	\$1.00	Flat Cars, Refrigerated Containers
37000-39999	\$0.50	Flat Cars, Varied
40000-40999	\$0.50	68' Flat Cars, chain tie-down, COFC
41000-49999	\$0.30	Flat Cars, Chain tie-down, COFC

- d. If the Government's efforts to collect correct mileage charges from other TSP - including short lines, regionals, Class 1 railroads, and switching and terminal roads - are unsuccessful, the tendering TSP shall pay the shortfall upon request of the Government.

### **ITEM 231 – MILITARY TRAFFIC EXPEDITING SERVICE (MTX)**

1. Military Traffic Expediting Service (MTX) provides the US Government with intransit visibility (ITV) by linking a specific military shipment on a specific rail car with associated Car Location Messages (CLMs). CLMs are generated by the railroads for all cars, loaded or empty, as they move. MTX is mandatory for all DoD rail shipments.
2. MTX is an automated ITV tracking service provided by the TSP for the military carload shipments of unclassified cargo, which do not require seals or terminal inspections. MTX service shall be provided automatically by the TSP without cost.
3. TSP has the option to reject a shipment if BL indicates MTX service has not been requested for shipments, which require RIS.

### **ITEM 233 – MIXED SHIPMENTS (Not applicable to mixed shipments tendered as FAK)**

1. This item shall not apply to mixed shipments tendered as Freight All Kinds (FAK). When a number of different articles are consolidated for shipment at one time, the appropriate charges shall be assessed at the actual or authorized weight and rate applicable to each specified article.
2. The minimum weight shall be applied to the largest article and any deficit shall be charged at the tender rate applicable to the smallest article.
3. In no event shall the total charges on a mixed shipment exceed the charges that would have applied had articles been shipped separately.
4. Charges for mixed shipments shall be determined according to schedule in tender section of this publication.

### **ITEM 235 – PORTABLE RAMPS AT ORIGIN (PRO)**

1. When requested by shipper, a TSP will provide one or more portable ramps at origin to make transition from ground to end of a string of flat cars.

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- a. Charge: PRO (1) \$\_\_\_ per Ramp, complete. Option: Enter “\$0.00” to perform at no charge.
- b. PRO (2) \$\_\_\_ per Bi-level Ramp, complete. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 237 – PORTABLE RAMPS AT DESTINATION (PRD)**

1. When requested by consignee, a TSP will provide one or more portable ramps at destination to make transition from end of a string of flat cars to ground. Charge:
  - a. PRD (1) \$\_\_\_ per Ramp. Option: Enter “\$0.00” to perform at no charge.
  - b. PRD (2) \$\_\_\_ per Bi-level Ramp, complete. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 239 – RELEASE VALUE RATES**

1. For specific information regarding release value rates, see Section A, IV, Completing a SDDC 364-R Tender, in this publication, which shall be considered as fully incorporated within this item.

### **ITEM 241 – RETURN OF EMPTY CONTAINERS AND/OR PALLETS (RMC)**

1. Line haul rates in TSP tenders may include the return of empty containers and/or pallets, (RMC), subject to the following conditions:
  - a. Not less than two inbound shipping documents shall be provided to an inbound TSP with a BL covering a return movement.
  - b. The BL governing the return shipment of empty containers and/or pallets will indicate which car(s) contains empty containers and/or pallets.
  - c. Charges for stop-off in transit, reconsignment or diversion will not be permitted on return movements of empty containers and/or pallets (RMC).
2. For more specific information concerning tendering a rate for services for RMC, a TSP will refer to Section A, IV, Completing a SDDC 364-R Tender, for instructions. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 243 – SECURE AND RELEASE LOADS (UBL)**

1. A TSP shall provide proper blocking, bracing and tie-down devices upon request by shipper or receiver, and shall comply with industry standard, as referenced in SDDC Transportation Engineering Agency (TEA) Pamphlet 55-19 and AAR Open Top Loading Rule, and as otherwise required by federal safety regulations.

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- a. UBL (1) Secure chain tiedown loads, including supplying missing shackles and rings.
  - b. UBL (2) Secure non-chain tie-down loads, including supplying all locking and bracing materials.
  - c. UBL (3) Releasing chain tie-down loads, including stowing chains so they do not get run over or fall outside of car.
  - d. UBL (4) Releasing non-chain tie-down loads, including removing all blocking and bracing materials.
2. Charges:
- a. Charge: UBL (1) \$\_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.
  - b. Charge: UBL (2) \$\_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.
  - c. Charge: UBL (3) \$\_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.
  - d. Charge: UBL (4) \$\_\_\_ per Car. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 245 – TECHNICAL ASSISTANCE FOR LOADING RAILCARS (RDH)**

1. When requested by a shipper, a TSP may furnish an adviser/instructor who provides technical assistance for loading railcars (RDH) by training government personnel regarding the proper/correct procedures according to federal regulations concerning loading and/or securing freight onto railcars. Under this item, the adviser/instructor shall not perform any other physical function involving loading/unloading freight on railcars.
  - a. Charge: RDH (1) \$\_\_\_ per car. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 246 – TSP TO UNBLOCK, UNBRACE AND /OR UNTIE (TER)**

1. When requested by the shipper , line haul rates submitted in a rail tender for vehicles and military tractor tanks shall include unblocking, unbracing, and/or removal of tie down on railcars.
2. Charge: TER (1) \$\_\_\_ per car. Option: Enter “\$0.00” to perform at no charge.

### **ITEM 247 – WEIGHT ALLOWANCES**

1. The term “dunnage” includes any items commonly referred to as temporary blocking, flooring, lining, racks, standards, strips, stakes or similar bracing or supports that are not part of a shipping package, container or conveyance.
  - a. Gross weight of shipments and actual dunnage weight shall be stated separately.



weight of pallets, which shall not exceed 2,000 pounds per car in the shipment.

- c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC) shall be provided a weight allowance for the actual weight of the pallets, which shall not exceed 800 pounds per ISO containers, trailer or container, and which shall be also subject to a maximum weight allowance of 2,000 pounds per car for the shipment.
- d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b and 2c above shall be assessed at the rates applicable to article being transported. For mixed shipments, the excess weight shall be assessed at rates applicable to lowest rated article in shipment.
- e. When material that is not part of the pallet is utilized to protect the top of lading or to otherwise secure the load of the pallet, an allowance shall be made for weight of the pallet but not for the weight of the material.

### **III. TRAILER-ON-FLATCAR (TOFC) AND CONTAINER-ON-FLATCAR (COFC) RULES**

1. The rules provided in this part shall apply to the rail movement of loaded or empty trailers/containers. Other rules set forth in other parts of this publication shall also apply when applicable. These rules will also apply to containers without chassis that are moving in COFC service, where a TSP maintains lift on/lift off facilities at both origin and destination unless prior arrangements have been made to utilize lift on/lift off at facilities other than those of TSP performing the line-haul service.

#### **ITEM 249 – CUSTOMS OR IN BOND FREIGHT**

1. A TSP may charge for those Customs or In-Bound Freight fees that have been actually incurred for customs or in-bond clearance of a shipment, subject to the provisions of this publication.
2. Any shipment that is detained or held in TSP possession in order to comply with customs or in-bond clearance requirements may be subject to charges listed in Detention of Vehicles, Item 253, in this section, Storage of Vehicles, Item 283, in this section. For the purposes of this section, the term “vehicle” is defined as a trailer on flat car (TOFC) or COFC (Container on Flat Car).
3. When applying the storage rules and related charges in connection with a shipment, TSP shall be required to immediately notify the Deputy Collector of Customs that shipment is available for customs inspection, and such notification shall be interpreted as representing shipment delivery for the purpose of storage charges only.
4. A TSP may not charge Customs or In-Bound Freight fees from foreign countries where DoD has existing agreements for duty-free entry of military cargo for U.S.

visiting or permanently assigned forces. If necessary, DoD personnel will complete all documentation associated with clearing foreign customs and provide copies to TSP upon request.

### **ITEM 251 – DETENTION OF VEHICLES (DTB)**

1. Detention of Vehicles (DTB) shall apply where trailers/containers that are railroad owned or railroad-leased are delayed at a shipper/consignee location or at ramp awaiting pickup by shipper/consignee, to the following conditions:
  - a. Arrival notification must be provided to the consignee during normal operating hours.
  - b. In no event shall less than 48-hours free time be permitted per vehicle. Where a number of railroad-owned or railroad-leased vehicles are made available by a TSP on the same date, the free time permitted shall be governed under the table below. If a shipper/consignee is unable to load/unload all vehicles within the free time allotted, chargeable time shall begin on the next 11:59 PM after termination of that free time terminates, excluding Saturday, Sunday, and Holidays. No other provision for the adjustment of free time due to bunching of railroad-owned or railroad-leased cars shall be permitted.

Time	Number of Vehicles
48 hours	1-16
72 hours	17-24
96 hours	25-32
120 hours	33 and over

- c. The Government shall be allowed free time to perform loading/unloading functions at a normal rate when cars are bunched and placed for loading/unloading, when the number of cars exceeds the number of railcars ordered or received daily due to the TSP's delay in completing or processing orders, an act or omission or neglect of a TSP that directly leads to the bunching of rail cars or weather interference.
- d. Computing time for charges.
  - i. Door-to-Door Service. Computation of time will terminate when a shipper acknowledges that the railroad vehicle is loaded and ready for movement or when consignee acknowledges that the railroad vehicle is unloaded and ready for movement.
  - ii. Ramp-to-Ramp Service. Computation of time will terminate when:
    - (1) An empty vehicle is delivered to the TSP.

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- (2) A loaded vehicle with billing instructions is delivered to the TSP.
- (3) Forwarding instructions are given to the TSP with proper billing instructions.

### **e. Detention Charges.**

#### **i. Where a railroad-owned or railroad-leased trailer or container is detained beyond the allowable free time, the following charges shall apply:**

- (1) For each of the first four, 24-hour periods or fraction after expiration of free time, DTB (1) \$\_\_\_ per vehicle.
- (2) For each of the next two, 24-hour periods or fraction after expiration of free time, DTB (2) \$\_\_\_ per vehicle.
- (3) For each succeeding 24-hour period or fraction after expiration of free time, DTB (3) \$\_\_\_ per vehicle.

#### **ii. When a TSP is requested to perform origin/destination terminal services, and the TSP's tractor and/or the TSP's employee remains with the vehicle at a shipper/consignee location, the following rules concerning delay or detention of the TSP vehicle will apply:**

- (1) Four hours free time shall be allowed for loading/unloading of vehicle.
- (2) Time is computed within normal operating hours at origin/destination, except when TSP is permitted by the shipper/consignee to work past this period. If the TSP is unable to complete loading/unloading within the allowed free time by the end of business day, free time will resume at the beginning of the next business day or when TSP actually begins work.
- (3) When loading/unloading of vehicle is delayed beyond allowable free time, a charge of DTB (4) \$\_\_\_ per hour or fraction will apply for delay beyond allowable free time until the vehicle is released by shipper/consignee.

- 2.** In circumstances where a vehicle is unloaded, and then immediately reloaded at the same location, each transaction shall be treated separately. Free time for loading shall begin when free time for unloading ends.
- 3.** If a TSP is unable to load, unload, receive or dispatch to a railroad because of a strike, the following rules will apply:
  - a.** Time beginning from the first 12:01 AM after interference begins until first 12:00 AM after interference ends shall be excluded from computing time and charges.
  - b.** Detention before and after interference shall be consolidated.
- 4.** Free time and demurrage shall be computed in accordance with applicable provisions provided in this publication. Demurrage charges shall be in addition to applicable vehicle detention charges. Certain DoD installations have specific agreements for storing and relocating TSP equipment for loading, unloading and/or detention charges, and those agreements shall supersede the provisions of any inconsistency

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that might exist within the provisions set forth herein.

### **ITEM 253 – EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)**

1. See Section B, Item 31 in this publication for Exclusive Use of Trailer or Dromedary service.

### **ITEM 255 – FURNISHING CHASSIS FOR COFC SHIPMENTS (FCS)**

1. A TSP will not supply chassis or other equipment for pickup or delivery of containers at a TSP ramp at origin to a TSP ramp at destination, except as follows:
  - a. A TSP providing line-haul service may furnish chassis or other equipment at a charge of FCS (1) \$\_\_\_ per shipment.
2. Unless otherwise arranged between the shipper/consignee and the TSP, chassis or other equipment furnished must be returned to the point where received and to the TSP from which received.
3. The equipment furnished by a TSP may be rejected by a shipper/consignee if the shipper/consignee considers the equipment unfit for transport. Rejected equipment will not be subject to charges for Vehicle Furnished But Not Used, Item 287, in this section.
4. This item applies only under TOFC Plans where a TSP is required to furnish vehicles.

### **ITEM 259 – HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB)**

1. For HHB service, see Item 49 in the Section B of this publication.

### **ITEM 261 – INTERMODAL SHIPMENTS (IMS)**

1. This item describes provisions a TSP will follow when computing charges for intermodal shipments (IMS). See Appendix E, Definitions, for more information on intermodal shipments. Intermodal shipments shall be subject to additional charges shown below:
  - a. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (1) \$\_\_\_ each.
  - b. Tracked vehicles and equipment weighing 50,000 pounds or more: IMS (2) \$\_\_\_ each.
  - c. Trailers or containers with chassis: IMS (3) \$\_\_\_ each.
  - d. Containers without chassis: IMS (4) \$\_\_\_ each.

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- e. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (5) \$\_\_\_ each requiring DDP or PSS service and SNS service. Only SDDC approved AA&E motor TSP shall be utilized.
- f. Tracked vehicles and equipment weighing more than 50,000 pounds: IMS (6) \$\_\_\_ each requiring DDP or PSS service and SNS service. Only SDDC approved AA&E motor TSP shall be utilized.
2. When a TSP furnishes a vehicle upon request of a shipper, and shipper subsequently cancels loading of that vehicle, a TSP shall be entitled to charges indicated in Vehicles Furnished But Not Used, Item 287, in this part.
3. When shipper actions directly result in delay of TSP equipment, a TSP shall be entitled to charges as indicated in Detention of Vehicles, Item 253, in this section.
4. A TSP will not trip lease any shipments that requires DTTS Satellite Monitoring, TPS, or any shipment where the BL is annotated with the phrase “Trip-Lease Not Authorized.”
5. When a TSP issues a tender rate from origin to destination and intermodal service is required, the issuing TSP maintains responsibility and liability for entire movement until delivered at final destination. For purposes of this publication the term “intermodal service” can be used interchangeably with “multi-modal service” and shall include the water or motor portion.

### **ITEM 263 – PICKUP/DELIVERY ON SATURDAY (SAT), SUNDAY OR HOLIDAYS (HOL), OR NORMAL BUSINESS DAYS BEFORE OR AFTER NORMAL OPERATING HOURS (PUD)**

1. Pickup and delivery on Saturday, Sunday, or Holidays charges, see Section B, Item 55 in this publication.

### **ITEM 265 – PICKUP AND DELIVERY AT PIERS AND WHARVES**

1. Lawful charges incurred by the TSP at piers and wharves for pickup and delivery shall be advanced by the TSP for collection from DoD IAW this publication.
2. This item shall apply only under TOFC Plans where the TSP provides pickup and delivery service.

### **ITEM 267 – NOTIFICATION OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING**

1. A TSP shall at all times coordinate with sufficient advance notice to the receiving facility to ensure timely loading/offloading of DoD cargo.

**ITEM 269 – PRELODGING (PRL)**

1. For prelodging services, see Section B, Item 57 in this publication.

**ITEM 271 – REDELIVERY (RCL)**

1. For RCL charges, see Section B, Item 63 in this publication.

**ITEM 273 – RELOCATION OF VEHICLE (RLS) (Applies only to trailers dropped for loading/unloading)**

1. For RLS charges, see Section B, Item 67 in this publication.

**ITEM 277 – SEALING OF VEHICLES**

1. For sealing of vehicles, see Section B, Item 13 in this publication.

**ITEM 279 – SPLIT PICK UP (SPU) OR DELIVERY (SDL)**

1. For SDL, see Item 71 and for SPU, see Item 73 in Section B, Part II in this publication.

**ITEM 281 – STORAGE OF VEHICLES (SVS)**

1. This item sets forth mandatory requirements applicable to TSP when computing charges for storage of vehicles (SVS).
  - a. For vehicle(s) stored in or on the premises of the railroad that are held for delivery or any other reason directly attributable to acts of the consignee, the consignee shall be allowed 48 hours free time at destination or at an intermediate stop off point, to remove vehicle(s) from railroad premises or order that the vehicle(s) be delivered.
  - b. Vehicle(s) held on railroad premises at origin without billing instructions shall be allowed 48 hours free time to tender the vehicle(s) for shipment.
  - c. Free time shall be computed from first 12:01 AM following notification that vehicle(s) is available, excluding Saturday, Sunday and holidays.
  - d. After free time expires, SVS(1) \$\_\_\_ per vehicle shall be assessed for each 24- hour period or fraction, including Saturday, Sunday and holidays, until vehicle(s) is removed from railroad premises. SVS shall not apply when detention charges, Item 253, in this section, are applicable.

**ITEM 283 – TENDERING OF MULTIPLE VEHICLES (TMV)**

1. This item describes provisions a TSP will follow when computing charges for tendering multiple vehicles (TMV).
  - a. For multiple vehicle shipments, all vehicles must be delivered to TSP ramp within 48 hours after the first 12:01 AM after tendering the first vehicle, except in circumstances where the delay is due to a *force majeure* situation.
  - b. Any portion of multiple vehicle shipment that is received at a TSP ramp later than 48 hours after the first 12:01 A.M. after tender of the first vehicle shall be subject to an additional charge of TMV(1) \$\_\_\_ for each 24 hour period in excess of 48 hours occurring before tendering of the final vehicle at TSP ramp. Free time will exclude Saturday, Sunday, and holidays.

**ITEM 285 – VEHICLES FURNISHED BUT NOT USED (VFN)**

1. For VFN charges, see Section B, Item 77 in this publication.

**IV. TRANSPORTATION PROTECTIVE SERVICE FOR RAIL**

1. This part describes requirements a TSP will follow when providing Transportation Protective Service (TPS) for the rail transportation of DoD sensitive Arms, Ammunition and Explosives (AA&E), classified (SECRET and Confidential), and controlled cryptographic and other sensitive items. Rules contained in this part are mandatory as a condition to continue as a SDDC approved TSP.

**ITEM 287 – GREATER SECURITY SERVICE (GSS)**

1. Greater Security Service (GSS) is a TPS that provides a basic level of security for a shipment. GSS requires seal tracing and inspection service for rail movement of unclassified sensitive cargo, including but not limited to, stripped M-1 Abrams, Strykers, Avengers, and Bradleys. GSS shall include the following:
  - a. TSP personnel shall inspect and record rail cars located at major terminals for evidence of forced entry or tampering with seals or securing devices. TSP electronic logs of train reporting and inspections may be used in lieu of a dedicated inspection document provided electronic logs contain all required data fields. At a minimum, the following information shall be included in all TSP inspection record:
    - i. Name of TSP reporting.
    - ii. Time of inspection.
    - iii. Actual arrival time at terminal.









## SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

- i. Was temperature modification unit (air conditioner/heater) operating at the time inspection was made: Yes [ ] No [ ]
  - j. Arrangement made for repair:  
\_\_\_\_\_
  - k. Entries made on log attached to equipment: Yes [ ] No [ ]
  - l. Estimated or actual time of departure from checkpoint:  
\_\_\_\_\_
  - m. Estimated time of arrival at next checkpoint or destination:  
\_\_\_\_\_
6. SDDC may request to review or receive copies of the written documentation required above. The TSP will maintain all required documentation for a period of three years.

## **V. RULES ON TRANSPORTATION OF ARMS, AMMUNITION AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS**

- 1. The rules and regulations provided in this part are applicable to transportation of HAZMAT as defined in 49 CFR, Part 172.101 as well as materials not specifically defined as HAZMAT per 49 CFR, Part 172.101, but are of a nature and character as to merit an extra measure of protection while in transit. Transportation of SRC I AA&E by rail is prohibited. TSP requirements provided in this part shall be followed in order to remain SDDC approved to transport DoD freight.

### **ITEM 293 – ARRIVAL DURING OTHER THAN NORMAL OPERATING HOURS**

- 1. TSP will provide advance notification to consignee if arrival is expected to occur after normal operating hours. The TSP will retain custody of shipment until delivery.

### **ITEM 295 – DRAYAGE**

- 1. Drayage of shipments of AA&E (Class 1), inhalation hazard poisons (Divisions 2.3 and 6.1), or radioactive yellow - III label materials moving in rail TOFC/COFC/Intermodal service shall be tendered only to qualified motor TSP who are authorized by SDDC.

### **ITEM 297 – EXPLOSIVES AND OTHER HAZARDOUS MATERIALS**

- 1. Explosives and other hazardous material shall be transported in compliance with regulations published in 49 CFR and DoD 4500.9R, Part II. TSP are advised that

## SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

interim notices of final rules that affect the CFR are published in the Federal Register. Interim changes to the Bureau of Explosives (BOE) are published as supplements to the basic publication. Special DoD requirements related to rail transport of ammunition, explosives, sensitive materials, radioactive materials, other hazardous materials and substances, and hazardous waste are provided in this section.

### **ITEM 299 – INSPECTION AND LOADING OF RAIL CARS/VEHICLES**

1. A TSP will ensure each empty rail car used to transport AA&E and other dangerous articles is inspected prior to loading to ensure compliance with 49 CFR Parts 174.104 and 174.81. A TSP-provided three-part Car Certificate shall be used to inspect rail cars used for shipping Class 1 (Divisions 1.1, and 1.2) Explosives in accordance with 49 CFR 174.104.
2. All shipments must be loaded and placarded according to 49 CFR Part 172 standards.
3. Rail cars must be properly sealed. Consult DoD 4500.9-R, Chapter 205, for a description of approved DoD security seals.
4. For the motor portion of a rail TOFC/COFC, see Section B, Item 11 in this publication.

## **VI. SPECIAL RAIL SERVICE RULES**

1. Rules in this part provide requirements for unique services that may be requested by a shipper/consignee from a TSP. TSPs that agree to provide these special services will adhere to the following applicable requirements in order to continue as a SDDC approved TSP of DoD freight.

### **ITEM 301 – ATTENDANTS ACCOMPANYING GOVERNMENT SHIPMENTS (AAS)**

1. TSP will permit DoD personnel, including contractors, to accompany government shipments (AAS) on freight trains. TSP will review the official travel orders of DoD personnel prior to permitting them on freight trains. One-way service charge of AAS (1) \$\_\_\_ per highway mile per person will apply, subject to a maximum charge of AAS (2) \$\_\_\_ per person, from origin to destination. Charges will apply to any single/joint-line route authorized by TSP tender.
2. For shipments falling within this item, the BL will contain the following information:
  - a. Number of persons accompanying shipment.
  - b. Person in charge.
  - c. Points between which they will accompany shipment.

## SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

3. TSP will not be held liable for claims, liabilities or demands of any DoD personnel accompanying the shipment, unless any resulting claim or liability is caused directly by the negligence of TSP or its employees, which shall include damages or injury to persons or property resulting from the movement.

### **ITEM 303 – CABOOSE/GUARD CARS FURNISHED (CGC)**

1. DoD personnel accompanying freight shipments will either ride in a caboose or guard car, which may be furnished by the TSP or by DoD.
2. Caboose/guard car furnished by TSP or DoD shall be subject to applicable charges from origin to destination. Mileage shall be computed from origin to destination.  
Charges:
  - a. Each DoD Caboose Occupied: CGC (1) \$\_\_\_ per highway mile.
  - b. Each TSP Caboose Occupied: CGC (2) \$\_\_\_ per highway mile.
  - c. Each DoD Guard Car Occupied: CGC (3) \$\_\_\_ per highway mile.
  - d. Each TSP Guard Car Occupied: CGC (4) \$\_\_\_ per highway mile.
3. Unoccupied DoD furnished cabooses and/or guard cars shall be returned without charge to a designated location. If mileage from destination to a designated location exceeds mileage from origin to destination, mileage in excess shall be subject to a charge of CGC(5) \$\_\_\_ per highway mile.
4. Cabooses or guard cars furnished by DoD that are held for the convenience of the TSP on railroad property between movements will not be subject to storage or demurrage charge.

### **ITEM 305 – SPECIAL TRAIN SERVICES (SFT)**

1. Special Train Services (SFT) is a special freight train or a special mixed freight and passenger train that is operated on a designated Time Definite Service schedule agreed to by railroad and the TO. Under SFT, the TSP agrees to meet RDD as listed on BL.
2. If TSP determines that special train movement is necessary due to exceptional dimensions, weight or safety, the TSP will notify the TO, who will certify recommendation and annotate the BL. SFT shall include MTX service.
3. SFT charges shall be in addition to other charges for accessorial services provided in TSP tenders.
  - a. Charges for special train services are as follows:
    - i. SFT (1) \$\_\_\_ per highway mile, subject to a minimum charge of SFT (2)\_\_\_.
    - ii. Apply single or joint-line route authorized by the individual TSP tender with

## SECTION C – RAIL TRANSPORTATION SERVICE PROVIDER RULES

freight rates assessed on cargo transported. Charges are based on per train per highway mile.

**SECTION D – WATER TRANSPORTATION  
SERVICE PROVIDER RULES**

## **I. GENERAL WATER TRANSPORTATION SERVICE PROVIDER INFORMATION**

1. This part describes general requirements for a water TSP who transports any DoD freight. As a rule, any incident involving DoD cargo shall be reported to the appropriate contact listed in Section A, IX, Emergency Notification Information, Table 1.

### **ITEM 307 – COMBINING BILLS OF LADING**

1. BLs for government contract barge shipments or other water TSP shipments cannot be combined in the currently authorized Third Party Payment System (TPPS) with any other water shipment going to same destination under tug water tow, unless specifically approved in advance by SDDC.

### **ITEM 309 – COVENANT AGAINST CONTINGENT FEES**

1. Under this item, prior to being qualified to perform as a water TSP, the TSP shall warrant and affirm that no other entity was used to solicit or otherwise secure its tender or paid a commission, percentage, brokerage, or contingent fee. Under this part, TSPs are also required to ensure that only bona fide employees or established commercial or selling agencies shall be used by a TSP to secure DoD traffic. In the event that a TSP is found to breach or otherwise violate this warranty, the Government shall have the immediate unilateral right to cancel the tender without liability or, at its discretion, deduct from the agreement price or consideration the full amount of that commission, percentage, brokerage, or contingent fee. The only exception to this general rule shall be for fuel water TSPs, where brokers are permitted to be used.

### **ITEM 311 – GAS-FREE CERTIFICATION**

1. If a gas-free certificate is required to permit an internal inspection of a water/barge TSP prior to loading/unloading/welding, that certification shall be provided by the TSP at no cost to DoD. The gas-free certificate shall be used at destination for loading additional cargo. At any time, a TSP may be required to provide an entirely new gas-free certification to shipper/loader, which shall be provided at no cost to DoD.

## II. GENERAL WATER TRANSPORTATION SERVICE PROVIDER RULES

1. This part sets forth mandatory requirements for compliance by a water TSP when providing rates for services offered to handle, store, or transport any type of DoD freight. Rules contained in this part shall be followed in order for water TSP to continue as a SDDC approved TSP.
2. Application of Domestic Shipyard Preference for Mode O Water Tenders:
  - a. Consideration of overhaul, repair, and maintenance in U.S. shipyards is a requirement set forth in Public Law 109-364, § 1017. A methodology for evaluation and award of tender-based cargo movement on Coastwise and inland waterway “Jones Act” lanes was approved by the Military Surface Deployment and Distribution Command (SDDC) Commanding General (CG), and the decision was documented in the SDDC Memorandum titled, “Establish a Domestic Shipyard Preference Threshold and Application for Domestic Vessel Evaluation and Award”, dated 14 January 2020.
  - b. 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:
    - i. Threshold & Preference: All TSPs at or above 50% of overhaul, repairs, and maintenance in U.S. shipyards will be given a Category 1 preference, and all TSPs below 50% will be given a Category 2 preference. All Category 1 TSPs will be given preference over Category 2 TSPs. If there are no TSPs in Category 1 preference, award will be made to the lowest priced, technically acceptable TSP with a Category 2 preference.

### **Application:**

3. **Negotiated Tenders:** Percent of overhaul, repairs, and maintenance in U.S. shipyards will be included in the TSP’s bid in the “% Maintenance Completed in US” column of the 349 Report (consolidated bid sheet). The TSPs will be rank ordered by any Category 1 preference TSPs low-to-high cost first, followed by any Category 2 preference TSPs low-to-high cost.
4. **Voluntary Tenders:** For all TSPs with a Mode O (water) voluntary tender that can meet the movement requirement being evaluated, DoD shippers must request each TSP’s percent maintenance (percentage, i.e. - 88.7%) in writing for a best value determination. Note that these percentages MUST NOT be released to any other TSP or non-DoD entity, but must remain with DoD personnel involved in the movement of cargo. Reference the “Threshold & Preference” criteria, award preference will be as follows:

## SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

- a. First preference: Category 1, technically acceptable TSPs low-to-high cost.
  - b. Second preference: Category 2, technically acceptable TSPs low-to-high cost.
5. **Spot Bid:** For all TSPs that submit a bid for Mode O water movement, DoD shippers must request each TSP's percent maintenance (percentage, i.e. - 88.7%) in writing for a best value determination. Note that these percentages MUST NOT be released to any other TSP or non-DoD entity, but must remain with DoD personnel involved in the movement of cargo. Reference the "Threshold & Preference" criteria, award preference will be as follows:
  - a. First preference: Category 1, technically acceptable TSPs low-to-high cost.
  - b. Second preference: Category 2, technically acceptable TSPs low-to-high cost.
6. **TSP Responsibility.** All TSPs offering to provide Mode O (water) domestic services under SDDC tenders must report percentage of vessel overhaul, repair, and maintenance performed within U.S. domestic shipyards for consideration. For calculation methodology and criteria, as well as where to find a sample Percent of Maintenance Worksheet, reference the advisories below. The advisories address implementation of domestic shipyard preference into 500000 series negotiated tenders, but the calculation will be the same for all domestic tender applications (to include voluntary tenders and Spot Bid).
  - a. Implementation of Domestic Shipyard Preference under 500,000 Series Negotiated Tenders CA 20 01 28 0012
  - b. Implementation of Domestic Shipyard Preference under 500000 Series Negotiated Tenders CA 20 01 28 0012 Update 1

### **ITEM 313 – CARGO BLANKETING**

1. TSP shall be responsible for furnishing inert gas and shall be liable for any harmful effect on cargo when blanketing cargo. Time used to blanket cargo shall not be deemed as Freetime/Laytime.

### **ITEM 315 – DEMURRAGE (DEM)**

1. A TSP shall enter in Section F-2 of the tender the following as free time allowed to enable a shipper and/or consignee to load/unload in barge. This free time will include removal of all dunnage, debris, and any special gear necessary to secure cargo in/on the barge. Demurrage charges shall not exceed eight hours per 24-hour period:
  - a. General Barge TSP will enter:
    - i. DEM(1) \_\_\_ hour(s) to load
    - ii. DEM(2) \_\_\_ hour(s) to unload



## SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

safety regulations, and be necessary and suitable under industry standards to load/unload intended cargo. Equipment tendered by a bulk fuel TSP shall contain permanent gauge point marks and calibration charts, including strapping charts and trim tables. Any tow vessel will have onboard dewatering pumps for emergency purposes.

2. If the equipment provided by a TSP is determined by a Government Inspector to be unsuitable for loading/unloading intended cargo, the TSP shall have the option to perform further cleaning or repairs at the TSP sole expense or take appropriate actions to substitute acceptable equipment to meet the scheduled lift date.
3. Time used for the following actions will not be considered laytime, Item 323 below:
  - a. Cleaning or repairs
  - b. Loading delayed during the process of substituting and/or switching equipment
  - c. Time used in presenting, inspecting or cleaning of rejected equipment
4. A TSP shall be required to reissue Notification of Readiness, as specifically described in Item 327 below, when utilizing cleaned, repaired or replacement equipment.

### **ITEM 319 – EQUIPMENT ORDERED BUT NOT USED (VFN)**

1. If through no fault of the TSP, DoD cancels an order and equipment has left point of dispatch, the TSP will assess charges for Equipment Ordered But Not Used (VFN)(1)\$\_\_\_\_.
2. The TSP has three options for VFN charges to calculate VFN, however, the charge must be the lowest of the three options and shall be on a per movement basis:
  - a. First Option: VFN 1: multiply by twice the number of hours from point of dispatch to point of cancellation.
  - b. Second Option: VFN 1: multiply by number of hours from point of dispatch to next loading point.
  - c. Third Option: Total freight charges for canceled shipment.
3. Release of the conveyance can be accomplished by any means within ordinary custom and trade; however, release must be confirmed in writing within one hour of the time of cancellation. Cancellation shall be confirmed by e-mail and to the dispatcher that the equipment was ordered from or a government representative designated by the TSP.
4. A TSP will bill DoD installations and facilities via an eBill in the Third Party Payment System (TPPS). The TSP shall maintain the following supporting documentation:
  - a. DD 250-1 (Notice of Readiness)
  - b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA)

## SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

- c. Vessel logs
- d. Written notice of cancellation
- e. Other records to support the charges

### **ITEM 321 – INSPECTIONS**

1. A TSP shall be solely responsible for arranging for a qualified marine cargo specialist or surveyor to conduct an inspection of loading, as well as securing any type of water conveyance for movement. In no event shall DoD assume any cost for this required inspection. Inspection arrangement shall be coordinated in advance with the shipper/consignee.
2. Any equipment provided by a TSP is subject to the requirements set forth in Item 317 above, Equipment. In no event shall rejection of defective or equipment that fails to meet industry standards or federal regulations during an inspection relieve the TSP from pickup and delivery requirements.
3. The TSP shall comply with all applicable regulations concerning facility and vessel safety, security regulations and inspection criteria, set forth in 33 CFR, Parts 6, 104-105, 109-110, 125-126 and 160; and 49 CFR, Part 176. For operations that involve loading and offloading of Hazard Class 1 AA&E at DoD owned port facilities, TSP shall comply with safety, security regulations and the inspection criteria associated with DoD 6055.9-STD, paragraph C9.5 and DoD 5100.76-M, Chapters 6, 7, and Appendix 3.
4. A TSP shall be required to reissue Notification of Readiness, as specifically described in Item 325 below, when utilizing cleaned, repaired or replacement equipment.

### **ITEM 323 – LAYTIME**

1. Laytime starts at Notice of Readiness, except:
  - a. If a vessel arrives earlier than the agreed readiness date, the scheduled vessel shall be loaded in its proper turn. Laytime will not begin until a vessel moors alongside, or 12:01 AM local time on the readiness date last agreed upon, whichever occurs first.
  - b. If a vessel arrives later than 12:00 PM on the day following the last agreed readiness date, the vessel shall be loaded in its proper turn with other vessels. Laytime will not begin until a vessel moors alongside.
2. Laytime will continue 24 hours a day, 7 days a week, without interruption from the start of laytime until the vessel is released by government quality representative. Laytime shall apply to both loading and discharging operations.
3. If any of the circumstances set forth below occur after laytime begins, the TSP will add time to the basic laytime charges in paragraph 2 above:

## SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

- a. Vessel conditions does not permit loading or unloading. Increased laytime shall include, but not be limited to: shifting vessel(s) from lay berth, anchorage, or fleeting area; shifting one water TSP for another during loading or unloading; substituting and/or switching equipment for cleaning or; other causes beyond control and without fault or negligence of DoD.
- b. Delay of vessel reaching its berth due to the act, omission, or negligence of the TSP.
- c. Rules or standard practices of an owner or operator of a vessel, or the regulations of a port authority prohibit loading or unloading.
- d. Undue delay caused by the acts of omissions of a TSP concerning loading/unloading the vessel, or releasing the vessel for sailing beyond DoD control, absent any negligence of intentional act of DoD or its product/storage contractor that proximately causes undue delay.

### **ITEM 325 – NOTICE OF READINESS (NOR) (TANKER/BARGE MATERIAL INSPECTION)**

1. 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. If dock space, product, or personnel are not available and the TSP is directed to a lay berth, anchorage, or fleeting area, NOR may be tendered to authorized personnel from that location. When mooring is permitted and dock clearance is given, the TSP will shift immediately to the assigned berth. In no event shall the time required for vessel shifting, berthing, or mooring will not be considered as Freetime/Laytime.

### **ITEM 327 – NOTIFICATION**

1. The TSP will provide notification of at least 48 hours to the port before the estimated time of arrival (ETA), and continue to provide updates at 24, 12, and 3 hours before ETA. At least 24 hours before vessel dispatch, the TSP will provide shipper/consignee the name of vessel(s) nominated and point of dispatch. The TSP will provide updates at least 24-hour intervals until arrival.
2. The TSP will furnish shipper/consignee daily reports notifications until arrival at destination and confirm these notifications in writing.
3. Any TSP claim for demurrage that is submitted for payment without supporting notification shall be returned unpaid.

### **ITEM 329 – PERFORMANCE**

1. When authorized, the TSP will proceed to a designated loading point. If the TSP cannot furnish its equipment on date the vessel was ordered, DoD shall be permitted to substitute another qualified TSP to furnish proper services. The TSP, upon failing

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to perform its obligations shall be liable for all additional charges DoD incurs in arranging substitute services, and in no event will the TSP receive any compensation for that shipment.

### **ITEM 331 – PROTECTION AGAINST THE ELEMENTS**

1. At the shipper's request, the TSP agrees to provide proper protection of the cargo from the elements, which shall include protection from salt-water intrusion or adverse weather conditions.

### **ITEM 333 – RELEASE VALUE RATES**

1. Under this item, the provisions of Section A, IV, Completing a SDDC 364-R Tender, set forth in this publication shall govern release value rates.

### **ITEM 335 – STOWAGE (STO)**

1. A reasonable and safe berth for vessel(s) to remain afloat shall be provided by the DoD facility or DoD contractor during loading/unloading. The TSP will fully comply with all applicable federal safety regulations, as well as the safety criteria detailed in DoD 6055.9- STD, paragraph C9.5, for berthing and cargo handling operations conducted at DoD owned ports involving HAZMAT Class 1 AA&E.
2. In the event that DoD is unable to provide proper berthing at the time of docking, in order to avoid damage to persons or property, the TSP shall be responsible for removing the equipment, including movement of power equipment (tug/tow), and stowing it in a secure area. Charge for Stowage shall be STO(1) \$\_\_\_ per water TSP.
3. Shippers/consignees who incur lawfully owed charges under this item shall be billed through an eBill via the currently authorized Third Party Payment System (TPPS) or other authorized billing procedures. The TSP shall, at a minimum, maintain the following supporting documentation:
  - a. DD 250-1 NOR
  - b. Notifications of expected arrival to consignee and shipper (48-, 24-, 12-, and 3- hour notices of ETA)
  - c. Vessel logs
  - d. Other records to support claim

### **ITEM 337 – U.S. COAST GUARD PORT AND VESSEL SAFETY AND SECURITY REQUIREMENTS**

1. When a TSP is engaged in the transportation of HAZMAT as defined in 49 CFR, Part 171, the TSP will comply with applicable U.S. Coast Guard port and vessel

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safety and security regulations as defined in 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160; and 49 CFR Part 176. The TSP shall also be required to remain current on that status of any terrorist threat levels advisories, as published by the Department of Homeland Security. The TSP will also be alert to a DoD owned port facility's current Force Protection Condition during operations involving AA&E; DoD 5100.76-M shall apply to this item.

- 2.** The TSP will coordinate with Coast Guard Captain of the Port (COTP) in obtaining all necessary permits and permissions for loading and transport of cargo found in 33 CFR, Part 126.19, and DoD will assist the TSP if required. The TSP will obtain a lawful permit from the COTP prior to handling, loading, discharging, or transporting Class/Division 1.1 and/or 1.2 explosives. See 49 CFR, Part 176.99 for other HAZMAT applicable to operations requiring a COTP permit. The TSP will also comply with all additional safety and security instructions concerning TSP operations involving: Class 1 AA&E; classified, sensitive and protected materials; radioactive material and; other dangerous articles.
- 3.** The TSP will develop and maintain a vessel security plan that provides proper security and of cargo. The security plan will include, at a minimum, the following:
  - a.** Twenty-four hour watch
  - b.** Access controls
  - c.** Lighting
- 4.** Coast Guard Form 4260, Application and Permit to Handle Hazardous Materials, is divided into three major sections:
  - a.** Application completed by facility/vessel.
  - b.** Permit completed by the COTP.
  - c.** Inspection completed by vessel master.
- 5.** Coast Guard Form 4260 shall be submitted to the COTP having jurisdiction over the load and discharge location. Applications shall be submitted at least 30 days in advance of movement.
- 6.** The COTP and the approval authority may place special requirements on loading/unloading operations, including but not limited to:
  - a.** No bunkering during ammunition loading or after ammunition has been loaded.
  - b.** No smoking.
  - c.** Appropriate lighting.
  - d.** Vessel crew fire drills.
  - e.** Procedures outlined in 49 CFR, Part 176.108 and 176.180.
  - f.** Limitations of transit times and routes.

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7. TSP shall comply with all special requirements required by the COTP at no additional cost to the government.
8. The TSP shall permit the COTP to provide assistance regarding loading and stow plan of the vessel.
9. The TSP acknowledges that the COTP may deem it necessary to escort loaded vessels in/out of port, and that coordination may be required during these operations.

### **ITEM 338 – DOMESTIC SHIPYARD PREFERENCE**

1. Consideration of overhaul, repair, and maintenance in U.S. shipyards is a requirement set forth in the National Defense Authorization Act (NDAA) of 2007 and subsequent Public Law 109-364, § 1017.
2. All TSPs offering cargo movement on “Jones Act” lanes must report percentage of vessel overhaul, repair, and maintenance performed within U.S. domestic shipyards.
  - a. Negotiated Tenders: Provide percentage on Solicitation letter bid sheet. The TSPs will be rank ordered by any Category 1 preference TSPs low-to-high cost first, followed by any Category 2 preference TSPs low-to-high cost and additional shipper determined best value criteria.
  - b. Voluntary Tenders and Spot Bid Awards: Provide percentage, in writing, upon request of DoD shipper. For inclusion as part of best value determination.

**NOTE: These percentages MUST NOT be released to any other TSP or non-DoD entity, but must remain with DoD personnel involved in the movement of cargo. Reference the “Threshold & Preference” criteria, award preference will be as follows:**

- i. First preference: Category 1, technically acceptable TSPs low-to-high cost.
  - ii. Second preference: Category 2, technically acceptable TSPs low-to-high cost.
3. Domestic shipyard preference threshold and Percent of Maintenance calculations are determined as follows:
  - a. TSPs operating under contract must refer to the specific contract for domestic shipyard preference threshold and Percent of Maintenance calculation requirements.
  - b. TSPs operating domestic vessel services under SDDC negotiated tenders refer to the SDDC Memorandum titled, “Establish a Domestic Shipyard Preference Threshold and Application for Domestic Vessel Evaluation and Award”, dated 14 January 2020 and additional shipyard preference threshold and Percent of Maintenance calculation requirements available for download on the HQ SDDC Public Website at <https://www.sddc.army.mil/dms/Pages/default.aspx> under the “Special Rqmts” tab.
  - c. TSPs operating domestic vessel services under the voluntary tender process the

Transportation Officer (TO) awarding the movement and creating a transportation contract through the BL will determine the shipyard preference threshold and Percent of Maintenance calculation requirements as part of their best value criteria.

### **III. RULES FOR TRANSPORTATION OF BULK PETROLEUM PRODUCTS (EXCLUDING BULK LIQUIDS)**

1. This part sets forth the TSP requirements that apply to any TSP who transports bulk petroleum. The TSP will comply with the following of these rules in order to continue to qualify as an approved SDDC TSP.

#### **ITEM 339 – CONTAMINATED FUEL**

1. Except when damage to the bulk petroleum cargo is due to a *force majeure* situation, if a vessel/barge arrives at the unloading port in a contaminated condition, the TSP (at the discretion of the installation/activity controlling the movement) shall be required to reimburse DoD.

#### **ITEM 341 – DELIVERY DATES**

1. If DoD modifies or revises the readiness date on the Defense Logistics Agency Energy Form 19.16 after a TSP has dispatched vessel(s) for intended routing, the shipper/consignee shall have the right to cancel the shipment.
2. A TSP may request revision of the readiness date by obtaining written consent by the shipper/consignee within 72 hours prior to the existing readiness date. The shipper/consignee reserves the right to reject any requested revision to the readiness date. If a shipper/consignee does not consent to the requested revision of the TSP, readiness date will remain unchanged.
3. If a TSP cannot provide the proper and necessary equipment on the agreed upon readiness date, DoD shall have the option to cancel the shipment or permit TSP to arrive after the agreed readiness time. TSP will obtain written confirmation from the shipper/consignee concerning the established and revised readiness date.

#### **ITEM 343 – OUTTURN**

1. Except as otherwise provided in Release Value Rates, Section B, Item 65, a TSP shall be liable for any shortage in outturn exceeding one-half of one percent (0.5%) in volume as computed from shore tank gauges of the bulk petroleum and based on the value of product replacement.
2. The vessel master or mate shall be required to take computations from the vessel permanent gauge point marks and calibration charts, with assistance from DoD, and

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gauge the vessel for quantity aboard the vessel after loading, as well as before unloading the vessel.

3. A TSP shall not be liable for any shortage in outturn if the comparison of quantity aboard vessel(s) after loading and before unloading taken from vessel permanent gauge point marks and calibration charts does not exceed one-half of one percent (0.5%) in volume. The TSP shall be responsible for any fuel carried away.

### **ITEM 345 – RESERVED FOR FUTURE USE**

### **ITEM 347 – VARIATIONS IN QUANTITY**

1. Only a shipper/consignee shall have the authority to authorize variations in product quantity. The quantity delivered to a TSP shall be measured by shore tank gauges that have been corrected to 60° Fahrenheit, and must be witnessed and certified by an authorized government representative. To ensure the safety of the cargo, a TSP will coordinate any request to transport a lesser quantity with shipper/consignee and will offer a reasonable fee, with DoD approval.
2. Notwithstanding the provisions set forth in paragraph 1, the total quantity of a shipment is approximate with custom usage of the trade and governed by demand of the service. The quantity delivered to the TSP for any individual lifting requirement may vary by a standard deviation of plus/minus 10 percent. The TSP will transport quantity within its full capacity of the provided equipment at no change in rates or other types of charges under the terms of its tender. Bids within the TSP's tender cannot exceed 90 percent of estimated cargo percent quantity.

## **IV. RULES FOR TRANSPORTING ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) AND OTHER HAZARDOUS MATERIALS**

1. This part sets forth the rules and regulations applicable not only to transporting arms ammunition and explosives (AA&E), and other hazardous materials (HAZMAT) as defined in 49 CFR, Part 172.101, but shall also apply to materials that are not defined specifically as HAZMAT per 49 CFR, Part 172.101 that due to their special nature, character, or security requirements of the cargo, require an extra measure of protection in transit, including classified (SECRET/Confidential) materials and sensitive materials.

### **ITEM 349 – MOVEMENT OF SHIPMENTS REQUIRING TSPS**

1. The TSP shall fully comply with all governing federal and DoD safety and security

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regulations and rules with respect to loading, unloading, handling, stowing, and transporting HAZMAT, and other classified (SECRET/Confidential) sensitive materials, including AA&E. The applicable rules and regulations are more fully set forth within the following legal authorities:

- a. Title 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160.
  - b. Title 49 CFR Parts 105-107, 110, 130, 171-173 and 176.
  - c. DoD 6055.9-STD, paragraph C9.5.
  - d. DoD 5100.76-M, Chapters 6-7 and Appendix 3.
  - e. DoD 4500.9-R, Chapters 204-205.
2. 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.
  3. The TSP will deliver all AA&E shipments moving under Satellite Motor Surveillance Service (SNS) on or before established RDD. RDD may be annotated in the remarks block on the BL. Failure to meet established RDD may result in TSP performance action IAW DoD 4500.9-R Chapter 207.

## **V. RULES FOR TRANSPORTING SHIP PROPELLERS AND PROPULSORS, SPECIAL HIGH VALUE AND SENSITIVE SHIPMENTS**

1. This part sets forth the TSP requirements when transporting propellers and other high value or sensitive items. The TSP will follow these rules in order to continue as a SDDC approved TSP.

### **ITEM 351 – MOVEMENT CONTROLS**

1. The TSP will ensure propeller and Propulsor shipments are packaged, marked, and delivered with necessary protective accessories then loaded, blocked, braced and equipped with placards.
2. The TSP will provide continuous monitoring of propeller and Propulsor shipments from origin to destination, based on security classification of cargo. Monitoring requires Total Asset Visibility (TAV) and the continuous capability to divert shipments to other modes of transportation or destinations. For tracking requirements:
  - a. The TSP will obtain BL as proof of shipment.
  - b. The TSP will have ability to track/trace shipment at all times during transit and

## SECTION D – WATER TRANSPORTATION SERVICE PROVIDER RULES

provide proof of delivery/receipt signature.

3. If a shipment includes propeller/Propulsor and a trailer or tractor/trailer is utilized, the weight capability of the tractor and trailer must be equal to or greater than the weight of the propeller/propulsor load. The TSP equipment must meet the requirements of 49 CFR, Part 393. Chocks on the barge or on the trailer may be secured with fasteners. Welding is not required.
4. The requirements stated above will also be met for shipments involving trailers with tilt beds. Non-hydraulic static-passive mechanical devices shall be utilized to position and secure the tilt bed in a hold up position although hydraulics may be utilized to position the tilt plate.
5. Propellers and Propulsor shall be lifted by special eyebolts only. The TSP responsible for lifting will ensure the straps and cranes that are utilized are certified to handle their weight of the propellers and/or propulsors.

### **ITEM 353 – SECURITY REQUIREMENTS**

1. The TSP will comply with all applicable procedures and regulations concerning shipments of propellers and Propulsors as classified material, as published in the Department of the Navy (DON) Information and Security Program Regulation Manual (OPNAVINST 5510.1 series), 32 CFR Part 117 National Industrial Security Program Operating Manual (NISPOM) Rule, and DTR Part II, Chapter 205, Transportation Protective Service (TPS). Additional Propulsor-related security requirements are specified in OPNAVINST S5513.5B, DON Security Classification Guidance for Undersea Warfare Programs and OPNAVINST S5513.3B DON Security Classification Guidance for Surface Warfare Programs.
2. If cargo is unable to be packaged and any part is classified, it shall be tarped to prevent its identification. Tarps must be fire and water-resistant.
3. For the surface portion of a water shipment, if cargo is locked and sealed and the classified nature of the material is hidden so that the driver/tug master/water TSP master does not have access except by breaking of a seal, than the shipment is permitted to be transported via CIS or DDP (if the distance is over 150 miles).
4. Shipments may require an escort if specifically requested by shipper/consignee, or in certain circumstances due to the classification of the item. Escort personnel must comply with all requirements and procedures contained in the National Industrial Security Program Operating Manual (DoD 5220.22-M).

**SECTION E – PIPELINE TRANSPORTATION  
SERVICE PROVIDER RULES**

## **I. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER INFORMATION**

1. This part describes the general requirements for a pipeline TSP to transport any DoD freight. As a rule, any incident involving DoD cargo will be reported to the appropriate contact listed in Section A, IX, Emergency Notification Information, Table 2.

### **ITEM 355 – APPLICATION OF RATES FOR PIPELINES**

1. Given that the Pipeline industry has extensive operating experience that permits accurate costing of operations, pipeline TSP will publish rates for DoD operations that are all-inclusive, and which accurately reflect each cost element used to construct those rates; including but not limited to the following:
  - a. Throughput terminal operations costs
  - b. Administrative overhead including automated data input
  - c. Insurance, taxes, fees and amortization costs
  - d. Security fees
  - e. Cost of expected product losses
  - f. Profit
  - g. Utility (and fuel if applicable) costs
  - h. All additive injection costs
  - i. Filtration and filter element costs
  - j. Basic labor and expected overtime costs
  - k. Execution of TSP's Quality Control Plan
2. Compliance with paragraph 1 above shall result in a single rate to be applied to the shipment. The only exception to this general rule shall be in circumstances where a pipeline is required to accommodate a change in the mode of transportation (e.g. pipeline terminal to truck loading, water TSP receipt or issue). These circumstances will continue to be shown as Receipt Issue (DEL), Item 385.
3. Where extraordinary circumstances (e.g. natural disasters, federally mandated improvements) warrant recoupment of costs actually incurred, any recovery of such costs shall be negotiated between DoD and the pipeline through a temporary rate increase, and that temporary rate increase is permitted to remain in effect only until such as time full recovery of the incurred expenses is attained.

### **ITEM 357 – TERMS AND CONDITIONS**

1. This publication and the TSP’s Tender/Tariff represent the entire agreement between the parties. No secondary requirements, agreements or supplemental terms and conditions shall be levied by either, without the TSP canceling its tender and reissuing it in order to set forth new provisions.
2. Filling of a tender indicates the TSP’s agreement to provide not only transportation services, but also timely inventory and transportation data (electronic transaction data), and as necessary documentation in accordance with policies found at Defense Logistics Agency Energy’s website:  
<https://dla.deps.mil/sites/dlaenergy/scm/SitePages/Publications.aspx>.

### **ITEM 359 – ACCEPTANCE OF PRODUCT FOR TRANSPORT**

1. The TSP will accept petroleum products for transportation in accordance with its Tariffs and implement policies, procedures, and practices that conform to standard industry practice.
2. The TSP is not obligated to accept petroleum products that might contaminate or otherwise damage other shipments in accordance with Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) requirements.
3. Products shall be accepted for transportation only:
  - a. When a shipper makes delivery arrangements to TSP at pumping rates and pressures that are adequate to meet minimum required throughput.
  - b. In certain circumstances, at lesser throughput rates that are acceptable to a TSP on a case-by-case basis.
4. When those products requiring corrosion inhibitors contain qualified compounds that are determined to be satisfactory to the TSP.

### **ITEM 361 – DoD UNIQUE DESIGNATORS FOR PETROLEUM PRODUCTS**

1. DoD Unique item numbers for petroleum products are listed in Appendix B in this publication and shall be used when completing Section A of the tender.

### **ITEM 363 – INTERMODAL MOVEMENTS**

1. When a TSP issues a tender rate from origin to destination and intermodal service is required, a TSP that is approved by both SDDC and Federal Energy Regulation Commission (FERC) shall be used. Where intermodal service is required, the issuing TSP maintains responsibility and liability for entire movement until delivered at final

## SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

destination. For purposes of this publication, the shipment shall be considered a pipeline movement and shall include the water, rail, or motor portion.

### **ITEM 365 – LIABILITY OF TRANSPORTATION SERVICE PROVIDER AND TERMINAL OPERATORS**

1. Pipeline TSP and terminal operators shall be subject to common TSP liability for loss or damage to the goods in transit.
2. Except as provided in Item 377 below, Loss of Product, TSP and terminals are liable for all loss or damage to goods transported by them unless they affirmatively demonstrate that any loss or damage was due to a *force majeure* situation.
3. The TSP will not be liable for loss due to discoloration or deterioration of product if TSP shows that the loss is not a result of its negligence or wrongful act.

### **ITEM 367 – MEASUREMENT OF VOLUME**

1. Volume shall be measured at both origin and destination, and be measured in meter units wherever possible. Where this type of measurement is not possible, tank gauging shall be used. All volume calculations shall be corrected/correlated for temperature, operating pressure, specific gravity and mechanical factors, by utilizing the API-ASTM correction tables.

### **ITEM 369 – PRORATION EXCESS OF PIPELINE CAPACITY**

1. When the total nominations for movement on a pipeline exceeds capacity, shipments shall be prorated equitably under TSP's Tariff Rules pertaining to earned line time (see exception in paragraph 2 below). Any cargo owned by the pipeline will also be considered in the total equitable prorating calculation.
2. TSP will grant exceptions to the proration rule set forth in paragraph 1 to DoD petroleum products during emergencies, contingencies, and in situations when required for national defense. DoD will provide TSP with a verbal notification of these situations and then provide written confirmation.

### **ITEM 371 – ROUTING**

1. DoD will not specify the specific routing of the shipment, including any selection of an interlining TSP, pipeline routes, or other standard practices of transportation operations or operations of facilities, as those shall remain to be the sole responsibility of the operating TSP. The originating TSP will select those interlining TSP, pipeline routes, and methods of both transportation operations and facility operations that adopt best industry practice while protecting the quantity/quality of DoD shipments in delivering fuel from origin to destination.

**ITEM 373 – SCHEDULING OF SHIPMENTS**

1. Cargo nominations and schedule verifications shall be provided by DoD or its authorized agent(s) to the TSP in accordance with the governing rules contained in TSP tariff(s).

**II. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER RULES**

1. This part sets forth the general requirements for compliance by a pipeline TSP when providing rates for services offered to handle, store, or transport DoD freight. Rules contained in this part shall be followed in order for the TSP to continue as a SDDC approved TSP.

**ITEM 375 – ADDITIVE INJECTION BLENDING SERVICE (AIB)**

1. TSP will provide all necessary equipment for injecting and/or blending service (AIB) for specified additives when required.
2. Charges in this item shall be for the injecting and/or blending service only and shall not include the cost of additives. Charges apply only to instances outside of normal operations. In all other instances (normal operations), additive injection costs should be factored into the all-inclusive rate as outlined in Item 355.
3. The following charges will apply when requested. TSP may offer additive injection blending services by listing appropriate, three-letter ANSI code on the tender:
  - a. Icing inhibitor AIB(1) \$\_\_\_ per barrel
  - b. Corrosion additive AIB (2) \$\_\_\_ per barrel
  - c. Conductivity (anti-static) additive AIB (3) \$\_\_\_ per barrel

**ITEM 377 – LOSS OF PRODUCT (LAS)**

1. Any commingling that occurs between batches within the pipeline may be divided by TSP equally among shippers in accordance with its tariff rules.
2. The TSP shall be liable for all losses of product shipped by the DoD. TSP are expected to take into account the value of routine operating losses. TSP shall structure their rates accordingly, to address the expected costs for loss of DoD products, including costs incurred by the Government efforts to recover product value (determined in accordance with policies found at Defense Logistics Agency Energy's website: DoDM4140.25 located at <https://www.esd.whs.mil/Directives/issuances/dodm/>) through periodic reconciliation

## SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

of DoD products shipped and received.

3. Water and other impurities shall be deducted from the volume of shipment and shall not be considered part of the shipment at any time.
4. The provisions of this Rules Publications and Tenders take precedence over any other agreements.

### **ITEM 379 – DETERMINATION OF QUALITY**

1. The quality determination or verification of petroleum products shipped, or of products tendered for shipment, shall be performed by conducting analysis techniques using the applicable Tariffs provisions and the TSP Quality Control Plan (QCP, see paragraph 2 below). The TSP shall be provided product for shipment that meets government specifications, and the TSP is expected to return the product to government inventory within the limits of those same specifications.
2. The TSP will institute and follow a written QCP in accordance with Industry Standard and MIL-STD-3004-1 approved by assigned Government Quality Representative. Plans shall be of sufficient detail to show the adequacy of TSP procedures and methodology to protect the integrity of quality and quantity of DLA Energy owned product in its possession. Requirements for a written QCP may be waived by DLA Energy when a TSP's procedures and methodology detailed in TSP's tariff are deemed sufficient to ensure protection of the government's interests.
3. In the event the TSP is requested to perform any function, which results in a rate increase, the TSP will propose the additional cost to Defense Logistics Agency Energy ESC for prior approval and concurrence before any approved rate increase becomes effective.
4. In cases where disputes exist as to the quality of the petroleum product, either party will have the right to review the quality analysis and/or re-test the quality of the petroleum product.
5. Responsibility for verification of quality:
  - a. It shall be the responsibility of the origin TSP to verify the quality of the petroleum product tendered for shipment.
  - b. It shall be the responsibility of DoD to verify the quality of the petroleum product at destination.
  - c. At points other than origin or destination, petroleum products may be tested by the TSP or DoD, as agreed to or as otherwise determined to be necessary.

### **ITEM 381 – FILTRATION SERVICE (FTR)**

1. TSP will provide FTR at a charge per barrel of product filtered:
  - a. TSP-furnished filters/filter elements FTR (1) \$\_\_\_\_.

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- b. Shipper-furnished filters/filter elements FTR (2) \$\_\_\_\_.
- c. Tank-to-tank filtration FTR (3) \$\_\_\_\_.
- 2. When TSP purchase filters/filter elements, charges shall be limited to actual cost. Charges apply only to instances outside of normal operations. In all other instances (normal operations), filter element costs should be factored into the all-inclusive rate as outlined in Item 355. TSP will allow shipper to verify actual costs by examining TSP records/documentation. When verified, TSP may bill via the currently authorized Third Party Payment System (TPPS).

### **ITEM 383 – FRACTIONS**

- 1. Fraction computations are in Section A, IV, Completing a SDDC 364-R Tender of this publication.

### **ITEM 385 – RECEIPT AND ISSUE (DEL)**

- 1. TSP will receive and/or issue product into conveyances as shown below.
- 2. Charges:
  - a. For receipt from a water TSP/or other waterborne vessel DEL(1) \$\_\_\_\_ per barrel
  - b. For receipt from a tank truck or trailer DEL(2) \$\_\_\_\_ per barrel
  - c. For receipt from a rail tank car DEL(3) \$\_\_\_\_ per barrel
  - d. For issue to a water TSP/or other waterborne vessel DEL(4) \$\_\_\_\_ per barrel
  - e. For issue to a tank truck or trailer DEL(5) \$\_\_\_\_ per barrel
  - f. For issue to a rail tank car DEL(6) \$\_\_\_\_ per barrel
  - g. Water TSP booming DEL(7) \$\_\_\_\_ per RI
- 3. Where there is no additional charge for DEL, completion of this item is not required.
- 4. DEL will include all services necessary for transfer of petroleum product between two conveyances, or from a conveyance to receiving facility.

### **ITEM 387 – RELEASED VALUE RATES**

- 1. Released value rates will not apply to DoD pipeline traffic. See Item 365, Liability of Transportation Service Provider and Terminal Operators.

**ITEM 389 – TERMINAL RECEIPT AND ISSUE DURING OTHER THAN NORMAL OPERATING HOURS (ORS)**

1. The TSP will provide terminal receipt/issue service during other than normal operating hours when requested by the shipper, for a charge of ORS(1) \$\_\_\_ per hour or fraction for each employee furnished, subject to a minimum charge of ORS(2) \$\_\_\_ per employee furnished.
2. Time shall be calculated from arrival of truck/water TSP to the pipeline, and its availability for receipt/issue, to the time that the receipt/issue is completed and truck/water TSP is released. The TSP will note time required for receipt/issue on its corresponding currently authorized Third Party Payment System (TPPS) transaction.
3. The TSP will obtain authorization prior to the required service date, if possible, and will note on its corresponding currently authorized TPPS transaction.

**ITEM 391 – TIME-PERIOD RATES**

1. Where rates are based on specific volume and time, the tender will reflect the time during which the rates are in effect.
2. For rates based on specific volumes, rates and volumes shall be listed in Section D of tender as follows:
  - a. Rate Qualifier shall be BB (per barrel).
  - b. Minimum Weight/Volume/Quantity, state minimum number of barrels per cargo or annually if desired for which rates apply. Minimum per cargo or annual minimums shall be the only minimum accepted.
  - c. Table of Rates, state rates in columns corresponding with minimum.
  - d. For every minimum shown, there must be a corresponding rate. It is not necessary to show a minimum in every column. Volumes shall be stated in Section D as:  
Minimum Volume: (A)0 3 0 0 0 0 0, (B)0 9 9 9 9 9 9, (C)1 0 0 0 0 0 0, (D) \_ \_ \_ \_ \_  
\_ .
3. If TSP intends to apply more than four minimum volumes, the following will apply:
  - a. Columns in Section D shall be completed; and
  - b. Additional tender pages (Section D) may be inserted in the tender to achieve desired number of minimum volumes.

**ITEM 393 – SECURITY RECOVERY (SRS)/DISASTER RECOVERY (DRS) SURCHARGES**

1. TSP will enter only applicable three-character ANSI code.
2. Consistent with Federal Energy Regulatory Commission (FERC) policy, SRS/DRS

## SECTION E – PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

shall be assessed by TSP at a charge per barrel of delivered product.

- 3.** Security Recovery and Disaster Recovery Surcharges will only remain in effect until such time full recovery of incurred expenses is affected.
- 4.** TSP assessed:
  - a.** Security Recovery Surcharge SRS(1) \$\_\_\_.
  - b.** Disaster Recovery surcharge DRS(1) \$\_\_\_.

**SECTION F – AIR TRANSPORTATION SERVICE  
PROVIDER RULES**

## I. GENERAL RULES FOR AIR TRANSPORTATION SERVICE PROVIDERS

*This section applies only to negotiated and voluntary air tender shipments.*

1. For purposes of this section, negotiated and voluntary tender shipments are considered “domestic” or “international”. Domestic is defined as a shipment with both a pickup and delivery address within the 50 U.S. States and the District of Columbia. International is defined as a shipment where the pickup, delivery, or both are outside the 50 U.S. States, Puerto Rico and the District of Columbia. 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. See Item 403 for rated weight calculations. The guidance outlined in Section A and within Section F applies to voluntary and negotiated air tenders if/when USTRANSCOM approves. Negotiated and voluntary tenders cannot be used for air movement to/from/between military airfields where commercial airfields do not exist. 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. APACS clearances and camber call-signs will not be issued to TSP under a tender program. Air TSPs shall at all times comply with applicable federal statutes, regulations, and state laws when providing air transportation on behalf of the DoD. Participation in the CRAF program is mandatory. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, IX, Table 1 Emergency Contact Information.

### **Domestic and International**

2. 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.
3. Customs. The rates and the TSP's commitment to meet the required delivery date (RDD) shall be inclusive of all requirements to provide customs clearance for international shipments under the air tenders. As a matter of customary international law and pursuant to a variety of international agreements, U.S. Government shipments are exempt from customs duties, taxes, and similar charges for which no services are received. The U.S. Government will not pay for or reimburse the TSP

## SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

for customs duties, taxes, and similar charges for which no services are received. The TSP is responsible for providing duty-free cargo clearance with host nation customs officials. If the TSP has any questions on permissible customs fees, they should contact the TCJ4-LC for guidance and/or resolution.

4. The TSP shall serve as the customs broker and appoint sub-agents, as necessary, to act directly or through such re-delegation, appointment, or designation to other customs brokers, persons, or business concerns, as it deems necessary for performance of customs clearance and shall provide all customs forms (For example: Commercial Invoice as well as Electronic Export Information (EEI), Internal Transaction Number (ITN), American Goods Returned Letter, and U.S. Government BL when applicable are to be supplied by the shipper at time of pickup) necessary for customs clearance. If an issue arises for customs that is not addressed within, the TSP will address the issue with the shipper, and if no resolution can be met, the issue will be brought TCJ4-LC.
5. 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.
6. In accordance with the Fly America Act, each bill submitted by the TSP for payment of international air freight transportation charges involving, in whole or in part, the use of a foreign flag TSP shall be supported by the TSP uploading to Syncada a copy of the air waybill showing the underlying TSPs utilized, and a certification, adequately explaining the non-availability of U.S. flag service, signed by the responsible official of the authorizing agency or the TSP having knowledge of the facts concerning such usage.
7. Excluded Parties Listing. The Civil Reserve Air Fleet (CRAF) TSP shall not use subcontractors listed on the European Union (EU) Banned Carrier Listing at [https://transport.ec.europa.eu/transport-themes/eu-air-safety-list\\_en](https://transport.ec.europa.eu/transport-themes/eu-air-safety-list_en); the Excluded Parties Listing, at <https://sam.gov/data-services/Exclusions?privacy=Public> and the Department of Treasury: Office of Foreign Assets Control, Special Designated Listing at <https://ofac.treasury.gov>. TSPs should consider not using subcontractors subject to EU sanctions at [https://finance.ec.europa.eu/eu-and-world/sanctions-restrictive-measures/overview-sanctions-and-related-resources\\_en#sanctions-resources](https://finance.ec.europa.eu/eu-and-world/sanctions-restrictive-measures/overview-sanctions-and-related-resources_en#sanctions-resources).
8. Shipment Tracking. The TSP shall ensure access to shipment tracking is provided for all shipments from the date and time of pickup to the date and time of delivery. Tracking shall be available 24-hours a day, seven days a week via an online tracking tool. In the event the online tool is unavailable, the TSP shall ensure there is a means

SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

to provide manual tracking via email or a toll-free telephone service. The TSP shall provide real-time status updates via an email or text capability or via the TSP’s commercial website.

**ITEM 400 – CALCULATING MULTI-PIECE SHIPMENT RATED WEIGHT**

1. 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.

**Multi-Piece Shipment Rated Weight**



Dimensions	40 X 40 X 40	40 X 40 X 40	40 X 40 X 40
Actual Weight	150 lbs	325 lbs	700 lbs
<hr/>			
Dim Wt Example (139)	40 X 40 X 40 / 139	40 X 40 X 40 / 139	40 X 40 X 40 / 139
	460 lbs	460 lbs	460 lbs
<hr/>			
Piece-level Rated Wt (Great of Actual vs Dim)	460 lbs	460 lbs	700 lbs
<hr/>			
Shipment-level Rated Wt	460 lbs + 460 lbs + 700 lbs = 1,620 lbs		

**NOTE: Shipments must be tendered in whole pounds; fractions of pounds shall be increased to the next higher pound.**

**ITEM 403 – CHARGES FOR WEIGHT**

1. Domestic shipment (sum of all individual pieces being moved on the same U.S. Government issued CBL) transportation charges for a shipment shall be based on the

## SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

greater of:

- a. Actual gross weight (including packing material).
  - b. Dimensional weight. Dimensional weight for a shipment shall be calculated on the basis of one pound per each 166 cubic inches as follows:
    - i. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches
    - ii. Total Cubic Inches / 166 = Dimensional weight
2. International shipment (sum of all individual pieces being moved on the same U.S. Government issued CBL) transportation charges for a shipment shall be based on the greater of:
  - a. Actual gross weight (including packing material).
  - b. Dimensional weight. Dimensional weight for a shipment shall be calculated on the basis of one pound per each 166 or 139 (identified by the TSP in their tender) cubic inches as follows:
    - i. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches
    - ii. Total Cubic Inches / 166 or 139 = Dimensional weight

**NOTE 1: See ITEM 400, CALCULATING MULTI-PIECE SHIPMENT RATED WEIGHT, and ITEM 421 OVERSIZED FREIGHT.**

**NOTE 2: Consignors must tender shipments in whole pounds; fractions of pounds shall be increased to the next higher pound.**

### **ITEM 406 - DELIVERY COMMITMENT/GUARANTEE**

1. The TSP shall meet the delivery guarantee for the service level requested by the shipper. If the TSP fails to fulfill the service level requested by the shipper, the TSP shall only charge the actual service rendered to the shipper.
2. TSP provided services starts on the requested pickup date and time in accordance with the operating hours contained in the Transportation Facilities Guide (TFG). TSP shall not be penalized due to the consignor's inability to provide the package and necessary/required documentation to initiate the shipment. 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. The TSP will be entitled to charge an accessorial fee.
3. 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 and report a service failure in the Carrier Performance Module.

**ITEM 409 – EXPORTING U.S. MUNITIONS LIST (USML) ITEMS AND INTERNATIONAL TRAFFIC IN ARMS REGULATIONS (ITAR)**

1. 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.
2. It is DoD policy to comply with US Export laws as they relate to DoD shipments and to Security Cooperation Program (SCP) shipments that are exported via the Defense Transportation System (DTS), in the most efficient manner possible without unnecessarily delaying the movement of DoD-sponsored shipments. U.S. export requirements are generally outlined in 15 CFR, Commerce and Foreign Trade and 22 CFR, Foreign Relations. Sections of these regulations are referenced in the following paragraphs.
3. The Department of State, Directorate of Defense Trade Controls (DDTC). The Arms Export Control Act (AECA), controls munitions items and is administered by the Department of State, DDTC. The AECA governs most aspects of defense trade and security assistance. The AECA establishes parameters for the export of defense articles and defense services and the corresponding regulations are included in 22 CFR, 120-130, International Traffic in Arms Regulations (ITAR). The DDTC controls export and temporary import of defense articles and defense services covered by the USML by taking final action on license applications and other requests for approval for defense trade exports and re-transfers. The DDTC also handles matters related to defense trade compliance, enforcement, and reporting.
4. It is DoD policy to comply with U.S. Export laws as they relate to DoD shipments and to SCP shipments that are exported via the DTS, in the most efficient manner possible without unnecessarily delaying the movement of DoD-sponsored shipments.
5. The Customs and Border Protection (CBP) is responsible for ensuring all goods exiting the U.S. does so IAW all U.S. laws and regulations. The Bureau of Industry and Security (BIS) and the DDTC are responsible for commodity licensing requirements. DoD Transportation Offices are responsible for ensuring proper documentation is provided for export shipments. This includes information on the U.S. Government issued CBL or TSP AWB and completion of an Electronic Export Information (EEI) filing in the Automated Export System (AES).
6. EEIs are used for compiling official U.S. Export Statistics and for export control purposes. Paper Shipper's Export Declarations, or SEDs, are no longer accepted. Requirements for EEIs are found in 15 CFR, Part 30, Foreign Trade Statistics, and in the ITAR, 22 CFR Part 120-130. Some shipments may not need an EEI to be filed. Specific requirements can be found in the DTR, Part V, Chapter 508. For air or truck shipments, EEIs for USML shipments must be filed at least eight hours prior to departure. The EEI submission must be made using one of the following methods:
  - a. Electronically through a direct interface between the DoD shipper system and the AES excluding TSP originated shipments.

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- b.** Through AES Direct, the US Census Bureau’s free, internet-based system for filing EEI in AES. Instructions for using AES Direct can be found at the following website: <https://www.census.gov/foreign-trade/aes/aesdirect/AESDirect-User-Guide.pdf>.

### **ITEM 412 – FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999914**

- 1.** Any FAK consists of those commodities TSP offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristics.
- 2.** The following commodities may not be included as FAK:
  - a.** Narcotics and dangerous drugs
  - b.** Ammunition and explosives (Class 1)
  - c.** Inhalation hazard poisons
  - d.** Radioactive materials, except those that may be transported by air in accordance with the provisions set forth in Title 49 CFR, Parts 172.101 and 173.421
  - e.** Etiologic agents
  - f.** Hazardous or dangerous commodities
  - g.** Corpses
  - h.** Coins, currency, and precious metals
  - i.** Postage stamps or stamped envelopes
  - j.** Art
  - k.** Live animals
  - l.** Bulk commodities
  - m.** Food, fresh, frozen, or requiring refrigeration
  - n.** Military tractor tanks and tracked vehicles
  - o.** Vehicles, self-propelled
  - p.** Vehicles in driveway and/or towaway service
  - q.** Any commodity assigned a DoD-unique commodity code by SDDC
  - r.** Engines
  - s.** Missiles or rockets
  - t.** Aircraft parts
  - u.** DPM commodities, HHG, personal effects or unaccompanied baggage
- 3.** TSPs filing FAK tender rates may not restrict the application of such rates by

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imposing any further exclusion. Tender commodity description “Freight All Kinds” (999914) shall be understood to include all commodities except those in paragraph 2.

4. Except as required by regulation or law, shipments described on U.S. Government issued CBLs as “FAK” (999914) will not be further described as to the individual commodities contained in the shipment.
5. 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.

**NOTE: see ITEM 436, EXCESS VALUATION**

### **ITEM 415 – FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999931**

1. Freight All Kinds (FAK) – DoD Unique Number 999931 consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge regardless of their differing transportation characteristics.
2. The following commodities may not be included as FAK:
  - a. Radioactive materials
  - b. Ammunition and explosives (Class 1)
  - c. Inhalation hazard poisons
  - d. Narcotics and dangerous drugs
  - e. Etiologic agents
  - f. Corpses
  - g. Coins, currency, and precious metals
  - h. Stamps
  - i. Art
  - j. Live animals
  - k. Bulk commodities
  - l. Food, fresh, frozen, or requiring refrigeration
  - m. Military tractor tanks and tracked vehicles
  - n. Vehicles, self-propelled
  - o. Vehicles in driveway and/or towaway service
  - p. Any commodity assigned a DoD-unique commodity code by SDDC
  - q. Engines

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- r. Missiles or rockets
  - s. Aircraft parts
  - t. DPM commodities, HHG, personal effects or unaccompanied baggage
3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing any further exclusion. Tender commodity description FAK (999931) shall be understood to include all commodities except those in paragraph 2.
  4. Except as required by regulation or law, shipments described on U.S. Government issued CBLs as FAK (999931) will not be further described as to individual commodities contained in the shipment.
  5. 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.

**NOTE: See ITEM 436, EXCESS VALUATION**

### **ITEM 418 – INSPECTION OF SHIPMENTS**

1. For domestic and international shipments, the TSP shall have the right to inspect shipments to determine applicable rates. When shipments are found to be incorrectly described on the U.S. Government issued CBL, consignor will issue a U.S. Government issued CBL Correction Notice (SF 1200), and freight charges shall be assessed according to the proper description.

### **ITEM 421 – OVERSIZED FREIGHT or Non-Stackable (520)**

1. For domestic and international shipments, the consignor must make advanced arrangements with the air TSP to transport the following:
  - a. Piece(s) that exceed(s) 125 (10 feet, 5 inches) inches in length or,
  - b. Piece(s) that exceed(s) 88 inches (7 feet, 4 inches) in width but are less than 125 inches (10 feet, 5 inches) in width or,
  - c. Piece(s) that exceed(s) 59 inches (4 feet, 11 inches) in height or,
  - d. Pieces that exceed 300 inches (25 feet) in length and girth combined shall be defined as an oversized shipment or,
  - e. Piece(s) that prevent(s) other freight from being located on the same pallet(s) because of special tie-down requirements. This would include cargo that cannot have other cargo stacked on top of it.
2. 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. Charges: (stated in whole percent’s only). For

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domestic/international shipments of oversized or non-stackable freight, as described in paragraph 1a-1d above, the TSP will be entitled to a flat surcharge of 520 (1)\_\_\_ % of the calculated base rate for each oversized or non-stackable piece.

**NOTE: see ITEM 403, CHARGES FOR WEIGHT**

### **ITEM 424 – SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE**

1. Charges for accessorial services described in ITEM 448 REDELIVERY (RCL) shall be chargeable to the appropriation and allotment designated by the military department or government agency that has jurisdiction over the local activity where the charges actually accrued.

### **ITEM 427 – TSP-PROVIDED SERVICES**

1. When a TSP publishes different levels of service at varying rates, the TSP will bill the Government at the rate applicable to the actual service performed, not to exceed the rate applicable to the service requested.
  - a. Transit time for TSP-provided services shown below starts when the consignor provides the package(s) and all documentation necessary to initiate the shipment. If the consignor provides the package(s) and documentation necessary to initiate the shipment at the time of pickup, then the transit time for TSP-provided services shown below starts on the requested pickup date and time IAW the operating hours contained in the TFG. When the consignor requests pickup and/or delivery on Saturday, Sunday, holidays, and/or before or after an installation's normal operating hours as indicated in the TFG, refer to section F, Item 472, for appropriate accessorial-service charges. TSP shall not be penalized due to the consignor's inability to provide the package(s) and necessary/required documentation to initiate the shipment.
2. For domestic and international shipments, the TSP must select the level of service to be used in the Standard Tender (Sections G and H) as follows:
  - a. Priority Service (SG) Next available flight; shipment may be required anytime during a 24-hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on U.S. Government issued CBLs in accordance with the TSP quote).
  - b. Overnight Service (D1): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignor's requested pickup date of shipment.
  - c. Second Day Service (D2): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.



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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 BL. TSPs utilizing a foreign flag carrier for international TPS cargo must provide two DISS JVS cleared designated representatives.

### **ITEM 433 – EXCUSABLE DELAYS**

1. 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 Syncada that provides a clear explanation of how the delay was encountered and why the carrier believes the delay was beyond their control.

### **ITEM 436 – EXCESS VALUATION (EVC)**

1. 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.

### **ITEM 439 – ATTEMPTED PICKUP (APD and API)**

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 APD (1) \$\_\_\_ per rated pound, subject to a

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minimum charge of APD (2) \$\_\_\_\_.

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 API (1) \$\_\_\_\_ per rated pound, subject to a minimum charge of API (2) \$\_\_\_\_.

### **ITEM 440 – ATTEMPTED DELIVERY (ADD, ADI)**

1. For domestic shipments, when delivery cannot be accomplished on the date of the first delivery attempt, the TSP is entitled to a charge ADD (1) \$\_\_\_\_ per rated pound, subject to a minimum charge of ADD (2) \$\_\_\_\_.
2. For international shipments, when delivery cannot be accomplished on the date of the first delivery attempt, the TSP is entitled to a charge ADI (1) \$\_\_\_\_ per rated pound, subject to a minimum charge of ADI (2) \$\_\_\_\_.

### **ITEM 442 – ESCORTS/COURIERS (ECR)**

1. 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.

**NOTE: Does not include government personnel to accompany the cargo.**

### **ITEM 445 – LIFE AND DEATH EMERGENCY ON-BOARD COURIER SERVICE (LDS)**

1. For domestic and international shipments, upon request by the shipper, a TSP will provide Life and Death Emergency On-board Courier Service (LDS) to prevent any delays in movement of critical life-saving shipment(s). Conditions:
2. The TSP shall ensure LDS shipments have a courier ready to fly out with the shipment on the next available flight out.
3. Hand-carry material will be carried by the TSP provided courier throughout transport to prevent frustration and to expedite pick-up, transitions, and delivery. Non-hand carry material will be constantly escorted by the TSP provided courier throughout transport to prevent frustration and to expedite pick-up, transitions, and delivery.
4. 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.

### **ITEM 448 – REDELIVERY (RCL)**

1. For domestic shipments, when delivery cannot be accomplished on the date of the first delivery attempt, the TSP is entitled to a redelivery charge of RCL (4) \$\_\_\_\_ per

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rated pound, subject to a minimum charge of RCL (5) \$\_\_\_\_.

2. For international shipments, when delivery cannot be accomplished on the date of the first delivery attempt, the TSP is entitled to a redelivery charge of RCL (6) \$\_\_\_\_ per rated pound, subject to a minimum charge of RCL (7) \$\_\_\_\_.
3. See Item 63 for additional Redelivery information. If selecting to use RCL (4) and RCL (5) for domestic shipments or RCL (6) and RCL (7) for international shipments, RCL (1), RCL (2) and RCL (3) are not applicable.

### **ITEM 451 – RE-WEIGH AND/OR RE-MEASURE (RWD and RWI)**

1. For domestic shipments, when weights and/or dimensions on a U.S. Government issued CBL are inaccurate and requires TSP to re-weigh and/or re-measure for successful movement of shipment, the TSP is entitled to a charge RWD (1) \$\_\_\_\_ per shipment.
2. For international shipments, when weights and/or dimensions on a U.S. Government issued CBL are inaccurate and requires TSP to re-weigh and/or re-measure for successful movement of shipment, the TSP is entitled to a charge RWI (1) \$\_\_\_\_ per shipment.

### **ITEM 454 – COLD CHAIN/REFRIGERATION SERVICES (Z11, Z12, Z13, Z14)**

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 rated 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 rated 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 rated 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 rated pound (domestic/international shipment).

**ITEM 457 – RE-ICING SERVICES (RIE, RID)**

1. For domestic and international shipments, when the shipper requests Re-Icing Services, the TSP shall perform wet ice (water/gel) or dry ice re-icing services at the interval identified by the shipper as follows:
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.

**ITEM 460 – ADDRESS CORRECTION (020)**

1. For international shipments, any shipment that requires an address correction after pickup will be assessed a charge of 020 (1) \$\_\_\_ per shipment.

**ITEM 463 – COUNTRY-SPECIFIC CUSTOMS FEES (015, DOC, AAT)**

1. Bahrain Certificate of Origin Fee. For international air shipments that originate in the country of Bahrain that are considered Non-DoD, valued over \$100.00 USD. TSPs will be entitled to a surcharge of 015 (1) \$132.17 (50 BD) per shipment. This accessorial will be automatically applied to a TSPs tender at a set price. TSPs will bill this fee to the shipper in US Dollars.
2. Djibouti Documentation Fee. For international air shipments destined for the country of Djibouti that are valued over \$300.00 USD. TSPs will be entitled to a surcharge of DOC (1) \$45.01 (8,000 DJF) per shipment. This accessorial will be automatically applied to a TSPs tender at a set price. TSPs will bill this fee to the shipper in US Dollars.
3. Djibouti Harmonized System Code Fee. For international air shipments destined for or originating from the country of Djibouti that are valued at or over \$300.00 USD. TSPs will be entitled to a surcharge of AAT (1) \$2.81 (500 DJF) per shipment. This accessorial will be automatically applied to a TSPs tender at a set price. TSPs will bill this fee to the shipper in US Dollars.

**ITEM 466 – DELIVERY BEYOND SERVICE AREA (PDY)**

1. For shipments that have a domestic delivery address outside of the TSP's normal commercial practice, the TSP is entitled to a charge of PDY (1) \$\_\_\_ per rated pound, subject to a minimum charge of PDY (2) \$\_\_\_ per shipment, whichever is greater.
2. For shipments that have an international pickup address outside of the TSP's normal

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commercial practice, the TSP is entitled to a charge of PDY (3) \$\_\_\_ per rated pound, subject to a minimum charge of PDY (4) \$\_\_\_ per shipment, whichever greater.

### **ITEM 469 – PICKUP BEYOND SERVICE AREA CHARGE (535)**

1. For shipments that have a domestic pickup address outside of the TSP's normal commercial practice, the TSP is entitled to a charge of 535 (1) \$\_\_\_ per rated pound, subject to a minimum charge of 535 (2) \$\_\_\_ per shipment, whichever is greater.
2. For shipments that have an international pickup address outside of the TSP's normal commercial practice, the TSP is entitled to a charge of 535 (3) \$\_\_\_ per rated pound, subject to a minimum charge of 535 (4) \$\_\_\_ per shipment, whichever is greater.

### **ITEM 472 – PICKUP/DELIVERY ON SATURDAYS (SAT) (665) (670), SUNDAYS, HOLIDAYS (HOL) OR BEFORE/AFTER NORMAL OPERATING HOURS (PUD)**

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

**ITEM 475 – RECONSIGNMENT OR DIVERSION**

1. Reconsignment or Diversion service shall be provided by the TSP subject to the following:
  - a. Reconsignment and Diversion are considered similar terms, and the use of either term will mean change in the place of delivery from what is listed on the original BL.
  - b. Only entire shipments may be reconsigned/diverted.
    - i. TSP will charge RCC (1) \$\_\_\_ per shipment when changed from original consignee/ destination. TSP will also be entitled to the applicable published accessorial and transportation rates from origin to new destination via the interception point. Assessment of transportation minimum charges shall be based on actual total miles travelled from origin via intercept point to new destination.
    - ii. Rates shall be negotiated when TSP do not have an applicable tender on file to or from the interception point.
2. Payment of all charges for Reconsignment/Diversion shall be the responsibility of the requestor.
3. When a shipper or consignee refuses, rejects, or requests a shipment be returned to origin, return movement shall be subject to rate of original inbound movement or to the rate applicable for return movements, whichever is less. TSP will obtain a BL from the party requesting return. Charge for returned freight shall be applicable to return/refusal/rejected shipment rate of RCC (2) \$\_\_\_ per shipment. Returning a shipment to the point of origin will not be interpreted as a continuous movement.
4. Time waiting for return paperwork after expiration of free time is considered unloading time and subject to detention charges.

**ITEM 478 – OVERNIGHT DELIVERY SERVICE BEFORE 12:00P.M. (DEL)**

1. 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.

**ITEM 481 – SIGNATURE AND TALLY RECORD SERVICE (675)/  
ELECTRONIC SIGNATURE SERVICE**

1. For domestic and international shipments, the TSP shall provide Signature and Tally Record Service (675) upon request of the consignor, subject to the following:
  - a. The service is designed to provide continuous responsibility for the custody of

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DoD shipments in transit. It requires a Signature and Tally Record (DD Form 1907) from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination.

- b.** The consignor or their agent must place and sign the following annotation on the U.S. 8562 Government issued CBL:

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

DATE

SIGNATURE

TITLE

- c.** Air TSPs performing 675 for DoD may use either a DD Form 1907, their own commercial signature form, or an electronic signature service to provide the record of continuous accountability and custody required for 675 shipments. The options are further explained below.
- 2.** A TSP-supplied form will provide a complete record of the chain of custody of the shipment and will have a standardized block of data pertinent to the government shipment, including all data elements contained in Section A of the DD Form 1907. It will provide a chain of custody for the shipment through each terminal handling point at origin, hub, or other interline point(s) and at destination. The TSP form shall be supplied to consignors by the air TSP in advance to allow for preparation of the shipment. The form shall be assembled in sufficient copies to cover all handling points and provide a signed copy to the consignee.
- 3.** TSPs may also offer an Electronic Signature Service that shows the movement of the shipment through the TSP system as recorded by certain electronic scans. When electronic tracking scans are used, neither actual signatures of persons handling the shipment, nor a manually prepared Signature and Tally Record is required. However, a hard copy printout must be presented by the TSP to the consignee within three business days of shipment receipt. This printout will show scans at pickup and delivery and will also show movement as applicable into and out of terminals, stations, and/or hub locations. Upon request from the consignor or consignee, a TSP must be able to provide the identity of each person responsible for the scans, as reflected in the electronic records.
- 4.** 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).

## **II. RULES GOVERNING MOVEMENT OF HAZARDOUS, CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS**

### **ITEM 484 – ARRIVAL DURING OTHER THAN NORMAL OPERATING HOURS**

1. Domestic and international shipments should be delivered to the consignee during normal operating hours (refer to the transportation facilities guide [TFG] for specific terminal/installation normal operating hours). However, when a shipment arrives at an installation during other- than-normal operating hours due to circumstances beyond the TSP's control, a secure-holding area shall be provided for shipments that cannot be unloaded immediately. These areas shall be subject to the regulation of the cognizant military service for handling and safeguarding of hazardous, classified, and protected sensitive materials. In the event a secure-holding area is not available on a military installation, the TSP will call the appropriate emergency notification number shown in Section A, Part IX, Table 1, to obtain authorization and directions to the closest secure-holding installation/activity terminal. Responsibility for the shipment remains with the TSP until the shipment has been formally delivered.

**NOTE: see SECTION B, ITEM 79, ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL).**

### **ITEM 487 – DRIVER REQUIREMENTS**

1. For driver requirements refer to Section B, Items 7 and 9.

### **ITEM 490 – INSPECTION OF VEHICLES**

1. For inspection of vehicle requirements refer to Section B, Item 11.

### **ITEM 492 – PACKAGING AND MARKING REQUIREMENTS (HAZ, HMA, HMI)**

1. TSPs will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with Code of Federal Regulations (CFR) 49, International Air Transport Association (IATA), or International Civil Aviation Organization (ICAO) regulations governing the commercial airline industry.
2. Nonscheduled TSPs or freight forwarders which own/operate leased, or corporation aircraft will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with CFR 49.

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3. Inspected hazardous material shipments found to be improperly prepared, packaged, or documented in accordance with CFR 49, IATA, or ICAO shall be returned to the consignor for correction.
4. Pieces with a floor bearing weight in excess of what can be loaded on the available aircraft must be provided with a suitable skid or base which will distribute the weight to what can be loaded on the available aircraft. The weight of such skid or base shall be included in the weight of the shipment.
5. Hazardous Material Charge (HAZ). For domestic and international shipments, the hazardous material shall be processed by the TSP for a charge of HAZ (1) \$\_\_\_ per rated pound, subject to a minimum charge of HAZ (2) \$\_\_\_ per shipment, whichever is greater.
6. 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) \$\_\_\_, whichever is greater.
7. 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) \$\_\_\_, whichever is greater.

### **ITEM 494 – CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)**

1. For domestic and international shipments, in addition to the requirements identified in Section A and Section B, Item 101, the following applies to the air portion of air Constant Surveillance and Custody Service (CIS) shipments:
  - a. For parked aircraft with Transportation Protective Service (TPS) material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines, or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or is awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for motor CIS, defined in Section B, Item 101. As an alternative to observation, the shipment may be placed in a secure-holding area.
  - b. Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight, provided the shipment is loaded into a compartment that is not accessible to any unauthorized person. Conversely, if the shipment is loaded into a compartment of the aircraft that is accessible to an unauthorized person aboard, the shipment must remain under the constant surveillance of a cleared escort or qualified Transportation Service Provider (TSP) representative. Observation is required during loading and unloading operations and at any intermediate stops along the flight route.
  - c. Route shipments accepted for transport under CIS only via TSPs that can provide

## SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

CIS.

2. In addition to all rates and charges for transportation, air shipments on which DoD CIS is provided at consignor's request shall be subject to a charge of CIS (8) \$\_\_\_ per domestic shipment and CIS (9) \$\_\_\_ per international shipment. TSP will enter CIS (8) or CIS (9) in Section F, Item 1, of the DoD tender.
3. Closed Area Storage (Security Cages) Requirements
  - a. GENERAL: Closed area storage shall be constructed in accordance with the requirements set forth in DoD 5220.22-M, Chapter 5, Section 8, for safeguarding classified material (requires Smart Card for access).

### **ITEM 495 – EXPRESS SMALL PACKAGE TSP**

1. Classified and sensitive materials requiring air-express service are limited to the USPS, and the two TSPs, UPS and FedEx awarded under the NGDS (domestic portion) contract. Use of other non-approved TSPs for the movement of NGDS eligible shipments is strictly prohibited.

## **III. AIR CARRIER ELECTRONIC DATA INTERCHANGE (EDI) RULES**

### **ITEM 497 – TSP INVOICING DATA REQUIREMENTS**

1. Auditability of transportation services is a critical area for DoD shippers, especially when using a premium mode commercial air solutions like air tenders.
2. U.S. Government issued CBLs are required for all commercial air heavyweight shipments so the use of the matching model in Syncada is extremely important to support auditability through comparing services ordered to the services rendered.
3. To maximize the effectiveness of the matching model, TSPs must send clear and concise invoice transactions to Syncada. The carrier side of the below table outlines the minimum data elements that must be part of the invoice transactions sent to Syncada for air tender shipments. The mapping in the table using the standard 110 mapping was created by U.S. Bank to support the matching model for commercial air heavyweight shipments.

## SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

<b>Shipper</b>	<b>Carrier</b>	
<b>Bill of Lading Transaction sent to Syncada (Order)</b>	<b>Carrier Invoice Transaction sent to Syncada (Invoice)</b>	
<b>EDI 858R and Description of Field*</b>	<b>EDI Standard 110 Mapping**</b>	<b>Invoice Manager Field Name***</b>
BX SEGMENT - Bill of Lading Number	B3-03 SEGMENT	Order Number
N9 SEGMENT - Carrier Way/Freight Bill Number	B3-02 SEGMENT	Invoice Number
G62 SEGMENT - Desired/Required Delivery	POD SEGMENT	Transit Status> Delivered
G62 SEGMENT - Carrier's Pickup	P1 SEGMENT	Actual Ship Date
H3 SEGMENT - Accessorial/Protective Service	L1-02/L1-04	Service Charge
N1 SEGMENT - Transportation Company Tendered To (CA)	B3-01/ N9-01 Segments	Supplier/Supplier ID
N1 SEGMENT - Destination (ST)	N1,N3,N4 SEGMENTS; where N1-01 = "ST"	Ship To
N1 SEGMENT - Origin (SF)	N1,N3,N4 SEGMENTS; where N1-01 = "SF"	Ship From
N1 SEGMENT - Consignee (CN)	N1,N3,N4 SEGMENTS; where N1-01 = "CN"	Ship To
N1 SEGMENT - Shipper (SH)	N1,N3,N4 SEGMENTS; where N1-01 = "SH"	Ship From
N1 SEGMENT - Issuing Office (IU)	N1-04; where N1-01 = "BT"	Buyer and Buyer Id
L10 SEGMENT - Appropriation Weight	L10 SEGMENT	Billed Quantity/Billed UOM
N9 SEGMENT – TCN	N9-02; where N9-01 = "TG"	References
L0 SEGMENT - Billed/Rated Quantity	L0 SEGMENT	Billed Quantity/Billed UOM
MEA SEGMENT - Shipped Dimensions	L4 SEGMENT	Packages
L0 SEGMENT - Shipment Gross Weight	L10 SEGMENT	Billed Quantity/Billed UOM
N9 SEGMENT - Service Performed	N9-02; where N9-01 = "QY"	Service Level Provided
L1 SEGMENT - Service Rate	L1-02/L1-04	Billed Unit price
SL1 SEGMENT - Level of Service	SL1 SEGMENT	Service Type
L1 SEGMENT - Air Code	SL1 SEGMENT	Mode
L7 SEGMENT - Tariff/Tender Rate Authority	SL1 SEGMENT	Move Type
L5 SEGMENT - Commodity Description	L5-02, L5-03	Description
L3 SEGMENT - Bill of Lading Totals	L3-05	Billed Extended Price

4. For the latest version of the Defense Transportation Electronic Business (DTEB) 858R IC, visit the DTEB website at <https://www.ustranscom.mil/cmd/associated/dteb/> or download the current DTEB 858R IC at <https://www.ustranscom.mil/cmd/associated/dteb/dod-transportation.cfm>.
5. For more information on the EDI Standard 110 mapping or Invoice Manager, contact the U.S. Bank Customer Service Help Desk.

**NOTE: \*This column shows the data elements sent by the shipper to Syncada via the EDI 858R transaction.**

**NOTE: \*\*This column shows the EDI 110 data elements required to pass information that matches the 858R data, which supports the matching model.**

**NOTE: \*\*\*This column provides the expected data element passed by the EDI 110. The Invoice Manager Field names are provided as a point of reference. Further clarification can be found by contacting U.S. Bank.**

### **ITEM 499 – TSP IGC DATA FEED REQUIREMENTS**

1. Electronic Data Interchange (EDI) is the computer-to-computer exchange of business data in machine-readable language using strictly defined public standards.
2. The Accredited Standards Committee (ASC) X12 is a standards organization. Chartered by the American National Standards Institute in 1979, it develops and maintains the X12 EDI along with XML schemas which drive business processes globally.

## SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

3. The ASC X12 body meets periodically to develop and maintain EDI standards. Its main objective is to develop standards to facilitate electronic interchange relating to business transactions. ASC X12 standards facilitate transactions by establishing a common, uniform business language for computers to communicate. With more than 275 transaction sets, ASC X12 standards can be used to electronically conduct nearly every facet of business-to-business operations.
4. An EDI Implementation Convention (IC) defines the rules for filling in or "populating" an EDI transaction. Following the agreed upon convention, or version of the standard ensures that EDI partners will encounter fewer data quality problems during development and maintenance of their EDI systems.
5. Department of Defense (DoD) EDI transportation status records are generated and populated from the Defense Transportation Electronic Business (DTEB) and the 214A Motor Carrier Shipment Status is one of the many transactions that DTEB maintains.
6. DTEB 214A transactions are sent to the government value added network (VAN) where they are mapped and forwarded to government VAN data subscribers.
7. The government VAN is the Global Exchange Service (GEX). GEX is an EDI-based system which provides EDI messages to United States Transportation Command (USTRANSCOM) and other DoD agencies. GEX is administered by the Defense Logistics Agency (DLA) Defense Automatic Addressing System (DAAS). For information on how to establish an interface with the GEX, contact DLA DAAS for set-up at [edi@dla.mil](mailto:edi@dla.mil) and the DLA Help Desk ([daashelp@dla.mil](mailto:daashelp@dla.mil)) or (614) 692-6672. When calling the Help Desk please select option 2 (ITOC Transaction Service Center) let them know that you are calling concerning DAAS EDI setup.
8. To view the latest version of the Defense Transportation Electronic Business (DTEB) 214A IC, visit the DTEB website at <https://www.ustranscom.mil/cmd/associated/dteb/> or download the current DTEB 214A IC at <https://www.ustranscom.mil/cmd/associated/dteb/dod-transportation.cfm>.
9. All records will require the following reference number information (in multiple loops) to identify shipments moving under the ATP. The TSP must ensure each record contains the following to complete the link between DTEB 214A transactions and GFM.
  - a. U.S. Government issued CBL. Provide this in the B1002 element. The U.S. Government issued CBL should be the only data present in B1002. The U.S. Government issued CBL is provided by the shipper.
  - b. TSP's Standard Carrier Alpha Code (SCAC). Provide this in the B1003 element.
  - c. TSP tracking data. Provide tracking data in the B1006 element with an Air Waybill (AW) qualifier in B1005. Motor TSPs may report a PRO Number in the B1001. Either a B1001 or B1005/06 are used in the DTEB 214A, but not both.
  - d. TCN. Provide this in the L1101 element in an L11 segment with a TG qualifier in the L1102 element. The TCN is a 17-character number provided by the shipper on

## SECTION F – AIR TRANSPORTATION SERVICE PROVIDER RULES

the BL. The maximum count for TCNs on a single DTEB 214A is 299.

- e. Contract number. The ATP is not FAR-based so TSPs will NOT send a contract number via the L1101 element in an L11 segment with a CT qualifier in the L1102 element.
  - f. Billed shipment weight. Provide this in the AT803 element with a “B” qualifier in the AT801. Also provide the unit of measure in the AT802 (L for pounds).
  - g. Party Who Signed Delivery Receipt. Provide the last name of the person who signed for delivery receipt using the N102 element with a “N5” qualifier in the N101.
- 10.** The following are the events to be sent for each shipment (AT701 of the DTEB 214A transaction):
- AF – Carrier Departed Pick-up Location with Shipment (mandatory)
  - X4 – Arrived at Terminal Location (if it occurs)
  - P1 – Departed Terminal Location (if it occurs) K1 – Arrived at Customs (if it occurs)
  - X1 – Arrived at Delivery Location (mandatory)
  - D1 – Completed Unloading at Delivery Location (mandatory)

**Note: X4 and P1 represent an overnight stop at a secure intermediate location. Normally, a fenced, guarded yard. This is not to be confused with a Pick-up or Delivery location.**

- 11.** The TSP shall ensure status reporting is accomplished within four (4) hours of an event, or the same amount of time provided to their commercial customers, whichever is sooner.

**SECTION G – SPECIFIC SIMPLE FEDERAL  
ACQUISITION TRANSPORTATION/SERVICE  
CONTRACT ACT (SCA) PROVIDER RULES**

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/  
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

1. TSPs must comply with the Service Contract Act (41 USC 6703).
  - a. DoD qualified motor carriers are responsible for following the requirements of the SCA. The wage determination rates applicable to motor carriers moving freight for the DoD are based on shipment origin, within one of the nine origin regions, as outlined in the applicable Wage Determination.
  - b. 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>.
  - c. The Federal Register and the Code of Federal Regulations are the official sources for regulatory information published by the DOL.
  - d. SCA supporting documentation can be found on the SDDC public website:
    - i. The current Wage Determinations can be found at:  
<https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Wage%20Determination.pdf>.
    - ii. The DOL SCA Compliance Guide can be found at:  
<https://www.sddc.army.mil/domTrans/Pages/default.aspx>, Service Contract Act Tab
    - iii. The SCA Origin Regions can be found at this link:  
<https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Regions.PNG>
2. Contractor Gratuities. A TSP may be removed from the program if the TSP offered or gave a gratuity (including an entertainment or gift) to an officer, official, or employee of the Government with the intent to obtain favorable treatment. There may be additional actions against the TSP under the DTR, MFTURP-1, or applicable International, Federal, State, or local law.
3. Prohibition against contingent fees. By moving government cargo under this MFTURP, the TSP agrees that it has not employed or retained any person or agency to solicit or obtain the contract under an understanding or agreement for a commission, percentage, brokerage, or contingent fee, except a bona fide employee or established commercial or selling agency maintained by him to obtain business.
4. Anti-Kickback Act Compliance. TSP agrees to comply with the requirements of the Anti-Kickback Act of 1986 (now codified at 41 U.S.C. Chapter 87, Kickbacks). In transportation contracts with the government (including those moved by Tender and BL) in excess of \$150,000, the TSP shall have in place and follow reasonable

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/  
SERVICE CONTRACT ACT (SCA) PROVIDER RULES

procedures designed to prevent and detect violations of the Kickbacks Statute in its own operations and direct business relationships (e.g., company ethics rules prohibiting kickbacks by employees, agents, or subcontractors; education programs for new employees and subcontractors, explaining policies about kickbacks, related company procedures and the consequences of detection; procurement procedures to minimize the opportunity for kickbacks; audit procedures designed to detect kickbacks; periodic surveys of subcontractors to elicit information about kickbacks; procedures to report kickbacks to law enforcement officials; annual declarations by employees of gifts or gratuities received from subcontractors; annual employee declarations that they have violated no company ethics rules; personnel practices that document unethical or illegal behavior and make such information available to prospective employers.

- 5.** Prohibition of contractors limiting subcontractor sales directly to the United States. On any contract (including Tenders and BLs) in excess of the simplified acquisition threshold (41 USC 134), the TSP shall not enter into any agreement with a subcontractor under the contract that has the effect of unreasonably restricting sales by the subcontractor directly to the United States of any item or process made or furnished by the subcontractor under the contract or otherwise act to restrict unreasonably the ability of a subcontractor to make sales to the United States.
- 6.** Limitation on use of appropriated funds to influence certain Federal contracting and financial transactions. 31 USC 1352 prohibits a recipient of a Federal contract, from using appropriated funds to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any covered Federal actions. The term “appropriated funds” does not include profit or fee from a covered Federal action. To the extent a person can demonstrate that the person has sufficient monies, other than Federal appropriated funds, the Government shall assume that these other monies were spent for any influencing activities that would be unallowable if paid for with Federal appropriated funds. 31 USC 1352 also requires offerors to furnish a declaration consisting of both a certification and a disclosure, with periodic updates of the disclosure after contract award.
- 7.** Requirement to Inform Employees of Whistleblower Rights:
  - a.** The Contractor shall inform its employees in writing, in the predominant native language of the workforce, of contractor employee whistleblower rights and protections under 10 U.S.C. 2409.
  - b.** The Contractor shall include the substance of this clause, including this paragraph (b), in all subcontracts.
- 8.** Equal Employment Opportunity. TSP agrees to adhere to Executive Order 11246 (Equal Employment Opportunity), as amended. TSPs shall comply with these specific provisions. In general, the Executive Order prohibits federal contractors and federally assisted construction contractors and subcontractors, who do over \$10,000 in Government business in one year from discriminating in employment decisions on the basis of race, color, religion, sex, sexual orientation, gender identity or national

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/  
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- origin. The Executive Order also requires Government contractors to take affirmative action to ensure that equal opportunity is provided in all aspects of their employment. Additionally, Executive Order 11246 prohibits federal contractors and subcontractors from, under certain circumstances, taking adverse employment actions against applicants and employees for asking about, discussing, or sharing information about their pay or the pay of their co-workers.
- 9.** TSPs must comply with the Service Contract Act (41 USC 6703). On the date a service employee begins work on a contract to which this Act applies, the contractor or subcontractor will deliver to the employee a notice of the compensation required under paragraphs (1) and (2) of the Act, on a form prepared by the Federal agency or will post a notice of the required compensation in a prominent place at the worksite.
- a.** The Department of Labor (DOL) reaffirmed the requirement for SDDC motor carriers to follow the provisions of the SCA. The DOL Wage and Hour Division (WHD) has sole SCA enforcement responsibility of the wage and benefit requirements of the SCA.
- b.** SDDC motor carriers are responsible for following the requirements of the SCA. The SCA requires contractors and subcontractors performing service in excess of \$2,500 to pay employees no less than the wage rates and benefits found prevailing in the locality. For tenders, a contract is considered to be completed by the issuance of a BL. The wage determination rates applicable to motor carriers moving freight for the DoD are based on shipment origin, within one of the nine origin regions, as outlined in the applicable Wage.
- 10. Minimum Wage for Contractor Employees:**
- a.** The Contractor shall pay to workers, while performing in the United States, and performing on, or in connection with, this contract, a minimum hourly wage rate of \$10.10 per hour beginning January 1, 2015.
- b.** The Contractor shall adjust the minimum wage paid, if necessary, beginning January 1, 2016, and annually thereafter, to meet the applicable annual E.O. minimum wage. The Administrator of the Department of Labor's Wage and Hour Division (the Administrator) will publish annual determinations in the Federal Register no later than 90 days before the effective date of the new E.O. minimum wage rate. The Administrator will also publish the applicable E.O. minimum wage on [www.wdol.gov](http://www.wdol.gov) (or any successor Web site) and a general notice on all wage determinations issued under the Service Contract Labor Standards statute or the Wage Rate Requirements (Construction) statute, which will provide information on the E.O. minimum wage and how to obtain annual updates. The applicable published E.O. minimum wage is incorporated by reference into this contract.
- 11. Small Business Provisions.** In accordance with 15 USC 637, TSPs shall to arrange for the performance of transportation contracts by negotiating or otherwise letting subcontracts to socially and economically disadvantaged small business concerns for construction work, services, or the manufacture, supply, assembly of such articles, equipment, supplies, materials, or parts thereof, or servicing or processing in

SECTION G – SPECIFIC SIMPLE FEDERAL ACQUISITION TRANSPORTATION/  
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connection therewith, or such management services as may be necessary to enable the Administration to perform such contracts.

- 12. Veteran Preference.** In transportation contracts in the amount of \$100,000 or more, TSPs shall take affirmative action to employ and advance in employment qualified covered veterans IAW 38 USC 4212.
- 13. Employment of Individuals with Disabilities.** In transportation contracts in the amount of \$100,000 or more, TSPs shall take affirmative action to employ and advance in employment qualified individuals with disabilities IAW 29 USC 793.
- 14. Taxpayer Identifying Number.** TSPs must provide their Taxpayer Identifying Number (TIN) as part of their program enrollment/eligibility IAW 31 USC 7701(c).
- 15. National Labor Relations Act Compliance.** TSPs engaging in government contracts, to include non-FAR transportation contracts, shall comply with the requirements of 29 USC 151-169.

**SECTION H – EXECUTIVE ORDER ON ENSURING  
ADEQUATE COVID SAFETY PROTOCOLS FOR  
FEDERAL CONTRACTORS (RESERVED)**

## APPENDIX A – TYPE OF EQUIPMENT CODES

**The most current Type of Equipment Codes are accessible by all users, to include Department of Defense contractors and vendors, through the Defense Transportation Electronic Business (DTEB) website at <https://www.ustranscom.mil/cmd/associated/dteb/> by clicking on “Reference Data” and “Transportation Equipment Type Code”.**

TRNSPR TN_EQP MN2_CD	TRAN_EQ U_TY_EQ U_DSCRPTN_CD	TRNSPRTN_EQPMN2_TX
8X	O	Pipeline
A10	M	410 Dromedary, 102" L x 75 1/2" H x 92" W, 410 cubic feet
A11	M	Van, air ride, 45 ft or 48 ft, padded, equipped with electric hydraulic powered crane loading unloading system or hydraulic powered
A16	M	Special Dromedary with MRO
A18	M	Propeller Trailer
A20	M	Motor vehicle transport trailer
A30	M	Removable gooseneck
A40	M	Flat bed trailer, hot shot, 40 ft and over
A5	M	Tractor, air ride
A50	M	Van, closed, padded/logistics type, freight only, w/air ride suspension, 40 ft and over
A6	M	Tractor, other than air ride
A7	M	Flat bed, 30 feet and less, hooked in tandem as one unit
A8	M	Van, air ride, w/temperature and humidity control
A9	M	Van, closed, padded, w/air ride suspension 2nd & 3rd proviso only
AA1	M	Van, closed air ride, 30 ft and less
AA2	M	Van, closed air ride, 31-40 ft
AA3	M	Van, closed air ride, over 40 ft
AB0	M	Lowboy, level deck, 10 axles and over
AB2	M	Lowboy, level deck, 2 axles
AB3	M	Lowboy, level deck, 3 axles
AB4	M	Lowboy, level deck, 4 axles
AB5	M	Lowboy, level deck, 5 axles
AB6	M	Lowboy, double drop, air ride, w/outriggers, 3 axles
AB7	M	Lowboy, level deck, 7 axles
AB9	M	Lowboy, level deck, 9 axles
AC2	M	Expandable low bed trailer, 2 axles

Appendix A – Type of Equipment Codes

AC3	M	Expandable low bed trailer, 3 axles
AC4	M	Expandable low bed trailer, 4 axles
AD	M	Regular Dromedary
AD6	M	Dromedary with Mechanical Restraining Device (MRD)
AE0	M	Lowboy, double drop, 10 axles and over
AE2	M	Lowboy, double drop, 2 axles
AE3	M	Lowboy, double drop, 3 axles
AE4	M	Lowboy, double drop, 4 axles
AE5	M	Lowboy, double drop, 5 axles
AE6	M	Lowboy, double drop, w/outriggers, 3 axles
AE7	M	Lowboy, double drop, 7 axles
AE9	M	Lowboy, double drop, 9 axles
AF1	M	Flat bed, 30 ft and less
AF2	M	Flat bed, 31-40 ft
AF3	M	Flat bed, over 40 ft
AF4	M	Flat bed w/Conestoga trailers 30 ft and less
AF5	M	Flat bed w/Conestoga trailers 31-40 ft
AF6	M	Flat bed w/Conestoga trailers over 40 ft
AG1	M	Van, open, 30 ft and less
AG2	M	Van, open, 31-40 ft
AG3	M	Van, open, over 40 ft
AG4	M	Tautliner Van w/Tarps, 30' or less
AG5	M	Tautliner Van w/Tarps, 31' to 40'
AG6	M	Tautliner Van w/Tarps, over 40'
AH2	M	Drop frame trailer, drop/step deck, 2 axles
AH3	M	Drop frame trailer, drop/step deck, 3 axles
AI2	M	Drop frame trailer, drop/step deck, air ride, 2 axles
AI3	M	Drop frame trailer, drop/step deck, air ride, 3 axles
AJ0	M	Lowboy, level deck, air ride, 10 axles and over
AJ2	M	Lowboy, level deck, air ride, 2 axles
AJ3	M	Lowboy, level deck, air ride, 3 axles
AJ4	M	Lowboy, level deck, air ride, 4 axles
AJ5	M	Lowboy, level deck, air ride, 5 axles
AJ6	M	Lowboy, level deck, air ride, w/outriggers, 3 axles
AJ7	M	Lowboy, level deck, air ride, 7 axles

Appendix A – Type of Equipment Codes

AJ9	M	Lowboy, level deck, air ride, 9 axles
AK	M	Van, refrigerated, perishable food
AL2	M	Extendable flat bed trailer, 2 axles
AL3	M	Extendable flat bed trailer, 3 axles
AL4	M	Extendable flat bed trailer, 4 axles
AM0	M	Lowboy, double drop, air ride, 10 axles and over
AM2	M	Lowboy, double drop, air ride, 2 axles
AM3	M	Lowboy, double drop, air ride, 3 axles
AM4	M	Lowboy, double drop, air ride, 4 axles
AM5	M	Lowboy, double drop, air ride, 5 axles
AM6	M	Lowboy, double drop, air ride, w/outriggers, 3 axles
AM7	M	Lowboy, double drop, air ride, 7 axles
AM9	M	Lowboy, double drop, air ride, 9 axles
AN	M	Adjustable tilt bed trailer
AO	M	Driveaway/Truckaway
AO1	M	Straight truck, enclosed van, air ride, 12 ft, 5,000 lb, maximum cargo capacity
AO2	M	Straight truck, enclosed van, air ride, 20 ft, 13,000 lb, maximum cargo capacity
AO5	M	Straight truck, enclosed van, 20 ft, 13,000 lb, maximum cargo capacity, padded/logistics type, w/ air ride suspension
AO6	M	Pickup truck, with cap, 18 ft. long, 500 lbs maximum cargo capacity
AO7	M	Econo van, 17 ft long, 2,000 lbs maximum cargo capacity
AO8	M	Dump trailer, 28 ft long, 2 axle, hydraulic powered lift
AP	M	Aft steering unit
AQ0	M	Removable Gooseneck, 10 Axles and Over
AQ3	M	Removable Gooseneck, 3 Axles
AQ4	M	Removable Gooseneck, 4 Axles
AQ5	M	Removable Gooseneck, 5 Axles
AQ6	M	Removable Gooseneck, 6 Axles
AQ7	M	Removable Gooseneck, 7 Axles
AQ8	M	Removable Gooseneck, 8 Axles
AQ9	M	Removable Gooseneck, 9 Axles
AR	M	Van, refrigerated, other
AS	M	Livestock transporter
AT1	M	Tank, 5001-8000 gallons

Appendix A – Type of Equipment Codes

AT2	M	Tank, over 8000 gallons
AU	M	Container, shipper owned, environmental, temperature and humidity controlled
AV1	M	Van, closed, 30 ft and less
AV2	M	Van, closed, 31-40 ft
AV3	M	Van, closed, over 40 ft
AV4	M	Van, closed, Rollerbed, 40 ft, fixed rollers
AV5	M	Van, closed, Rollerbed, 40 ft, retractable rollers
AV6	M	Van, closed, Rollerbed, 45 ft and over, fixed rollers
AV7	M	Van, closed, Rollerbed, 45 ft and over, retractable rollers
AV8	M	Van, closed, 45 to 48 ft, 12' 4" high
AW0	M	Expandable Removable Gooseneck, 10 Axles and Over
AW2	M	Expandable Removable Gooseneck, 2 Axles
AW3	M	Expandable Removable Gooseneck, 3 Axles
AW4	M	Expandable Removable Gooseneck, 4 Axles
AW5	M	Expandable Removable Gooseneck, 5 Axles
AW6	M	Expandable Removable Gooseneck, 6 Axles
AW7	M	Expandable Removable Gooseneck, 7 Axles
AW8	M	Expandable Removable Gooseneck, 8 Axles
AW9	M	Expandable Removable Gooseneck, 9 Axles
AX	M	Flat bed, all lengths (twist lock)
AX0	M	Jig Trailer, 10 Axles and Over
AX2	M	Jig Trailer, 2 Axles
AX3	M	Jig Trailer, 3 Axles
AX4	M	Jig Trailer, 4 Axles
AX5	M	Jig Trailer, 5 Axles
AX6	M	Jig Trailer, 6 Axles
AX7	M	Jig Trailer, 7 Axles
AX8	M	Jig Trailer, 8 Axles
AX9	M	Jig Trailer, 9 Axles
AY1	M	Van, closed, 30 ft and less, double type single unit
AY2	M	Van, closed, 30 ft and less, hooked in tandem as one unit
AZ1	M	Flat bed, air ride, 30 ft and less
AZ2	M	Flat bed, air ride, 31-40 ft
AZ3	M	Flat bed, air ride, over 40 ft
EE	O	Bus

Appendix A – Type of Equipment Codes

KA	R	Box, automobile
KB1	R	Flat, bilevel, not enclosed
KB2	R	Flat, bilevel, enclosed
KC	R	Box, nuclear waste, DoDX w/racks permanently affixed
KD	R	Gondola, drop ends
KE	R	Box, end door
KF1	R	Flat, any other type, not over 70'
KF2	R	Flat, any other type, over 70' but not over 90'
KG1	R	Gondola, any other type, 52' hi capacity
KG2	R	Gondola, any other type, 65' hi capacity
KH1	R	Hopper open-top, 80 tons and less
KH2	R	Hopper open-top, 100 tons, 2000 cubic feet
KH3	R	Hopper, closed-top, 70 tons, 2000 cubic feet
KH4	R	Hopper, closed top, 100 tons, 2929 cubic feet
KH5	R	Hopper, closed-top, 100 tons, 4000 cubic feet
KH6	R	Hopper, closed-top, 100 tons, 4600 cubic feet
KK1	R	Refrigerator, perishable foods, not over 53' mechanical
KK2	R	Refrigerator, perishable foods, over 53', but not over 61' mechanical
KL1	R	Flat, trilevel, not enclosed
KL2	R	Flat, trilevel, enclosed
KO1	R	Box, any other type, not over 52' 6"
KO2	R	Box, any other type, over 52' 6", but not over 60' 9"
KO3	R	Box, any other type, over 60' 9"
KP	R	Box, damage prevention type
KR1	R	Refrigerator, any other type, not over 53' mechanical
KR2	R	Refrigerator, any other type, over 53', but not over 65' mechanical
KS	R	Stock
KT1	R	Tank, 10,000 gallons
KT2	R	Tank, 20,000 gallons
KT3	R	Tank, 30,000 gallons
KU	R	Caboose, DoDX armed guard
KW1	R	TOFC car
KW2	R	COFC car
KX	R	Box, missile, DoDX w/refrigeration
KY	R	Flat, heavy duty

Appendix A – Type of Equipment Codes

KZ1	R	Flat, DoDX, not over 60'
KZ2	R	Flat, DoDX, over 60'
KZ3	R	Locomotive under own power, on own wheels
KZ4	R	Locomotive not under own power, on own wheels
KZ5	R	Locomotive not under own power, not on own wheels
MF	O	Freight Forwarder (Surface)
QA1	C	Non MILVAN, 20 feet and less
QA2	C	Non MILVAN, 24 feet
QA3	C	Non MILVAN, 27 feet
QA4	C	Non MILVAN, 35 feet
QA5	C	Non MILVAN, 40 feet
QA6	C	Non MILVAN, 45 feet and over
QM	C	MILVAN
QQ	A	Freight (Other than Freight Forwarder)
QU	A	Taxi
SS	A	Charter
TT	A	Freight Forwarder
WA	W	Steamship
WE	W	Covered Barge
WG	W	Cylinder Tank Barge
WI	W	Flush Deck Oil Barge
WK	W	Liquid Covered Barge
WM	W	Open Barge
WP	W	Special Auto Barge

## APPENDIX B – DoD UNIQUE COMMODITY CODES

**The most current DoD Unique Commodity Codes are accessible by all users, to include Department of Defense contractors and vendors, through the Defense Transportation Electronic Business (DTEB) website at <https://www.ustranscom.mil/cmd/associated/dteb/> by clicking on “Reference Data” and “DoD Unique Commodity Classification Codes”.**

National Motor Freight Classification (NMFC) for motor or Standard Transportation Commodity Code (STCC) for rail shipments must be used in the Standard Tender of Freight Services. When no NMFC or STCC exists, use the applicable Department of Defense (DoD) unique codes shown below. The released values shown for these commodities apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR 171.15 and 173.53.

Appendix B – DoD Unique Commodity Codes

DD_UNQ_CM DTY_C0_CD	DD_UNQ_CMDTY_C0_TX
014255	<b>MISSILES OR ROCKETS, WITHOUT WARHEADS; OR MISSILE GUIDANCE CONTROL SYSTEMS OR ELECTRONIC GUIDANCE CONTROL APPARATUS; OR MISSILE OR ROCKET FRAME ASSEMBLIES CONTAINING ELECTRONIC APPARATUS; OR MOBILE MISSILE OR ROCKET GUIDANCE CONTROL SYSTEMS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND</b>
06430001	<b>AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISIONS 1.1 OR 1.2 RELEASED VALUE NOT EXCEEDING \$2.50 PER POUND</b>
06430002	<b>AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISIONS 1.2 AND 1.3 RELEASED VALUE NOT EXCEEDING \$2.50 PER POUND</b>
06430003	<b>AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISION 1.4 RELEASED VALUE NOT EXCEEDING \$2.50 PER POUND</b>
06430004	<b>MISSILES OR ROCKETS, GUIDED WITH WARHEADS, CLASS 1, DIVISIONS 1.1, 1.2 AND 1.3 RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND</b>
12082002	<b>ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER TYPE OR JET PROPULSION TYPE, MOUNTED ON TRAILERS OR WHEELED SHIPPING CARRIERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND</b>
12082003	<b>ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER TYPE OR JET PROPULSION TYPE OTHER THAN MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND</b>
12082004	<b>ENGINES, STEAM OR INTERNAL COMBUSTION, NOIBN, MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND</b>

Appendix B – DoD Unique Commodity Codes

12082005	<b>ENGINES, STEAM OR INTERNAL COMBUSTION, NOIBN, OTHER THAN MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING \$5.00 PER POUND</b>
145701	<b>ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT LESS THAN 40,000 POUNDS</b>
14570101	<b>MORTAR CARRIER, M106</b>
14570102	<b>MORTAR CARRIER, M106A1</b>
14570103	<b>MORTAR CARRIER, M106A2</b>
14570104	<b>PERSONNEL CARRIER, M113</b>
14570105	<b>PERSONNEL CARRIER, M113A1</b>
14570106	<b>PERSONNEL CARRIER, M113A2</b>
14570107	<b>PERSONNEL CARRIER, M113A3</b>
14570108	<b>MORTAR CARRIER, M125A1</b>
14570109	<b>MORTAR CARRIER, M125A2</b>
14570110	<b>FLAME THROWER CARRIER, M132</b>
14570111	<b>FLAME THROWER CARRIER, M132A1</b>
14570112	<b>ANTI-AIRCRAFT GUN, M163</b>
14570113	<b>MISSILE LOADER TRANSPORTER, M501</b>
14570114	<b>CARGO CARRIER, M548</b>
14570115	<b>CARGO CARRIER, M548A1</b>
14570116	<b>RECONNAISSANCE VEHICLE, M551</b>
14570117	<b>RECONNAISSANCE VEHICLE, M551A1</b>
14570118	<b>COMMAND POST CARRIER, M577</b>
14570119	<b>COMMAND POST CARRIER M577A1</b>
14570120	<b>COMMAND POST CARRIER M577A2</b>
14570121	<b>RECOVERY VEHICLE, M806</b>
14570122	<b>IMPROVED TOW CARRIER, M901</b>
14570123	<b>IMPROVED TOW CARRIER, M901A1</b>
14570124	<b>ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT LESS THAN 40,000 POUNDS, RELEASED VALUE NOT TO EXCEED \$2.50 PER POUND PER VEHICLE</b>
145702	<b>ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT 40,000 TO 59,999 POUNDS</b>
14570201	<b>BRADLEY TANK, M2</b>
14570202	<b>BRADLEY TANK, M2A2</b>
14570203	<b>BRADLEY TANK, M3</b>
14570204	<b>HOWITZER, M109</b>

Appendix B – DoD Unique Commodity Codes

14570205	HOWITZER, M109A1
14570206	HOWITZER, M109A2
14570207	HOWITZER, M109A3
14570208	HOWITZER, M110
14570209	RECOVERY VEHICLE, M578
14570210	AMMUNITION TSP, M99
14570211	MULTIPLE ROCKET LAUNCHER, MLRS
14570212	ARMY TRACKED VEHICLE GROUP, W/WO GUNS, VEH WGT 40,000 TO 59,999 LBS, RELEASED VALUE NOT TO EXCEED \$2.50 PER POUND PER VEHICLE
145703	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT 60,000 POUNDS OR MORE
14570301	COMBAT TANK, M1
14570302	COMBAT TANK, M1A1
14570303	BRADLEY TANK, M3A2
14570304	COMBAT TANK, M48A1
14570305	COMBAT TANK, M48A2
14570306	BRIDGE LAUNCHER TANK, M48A2
14570307	COMBAT TANK, M48A
14570308	COMBAT TANK, M48A5
14570309	BRIDGE LAUNCHER TANK, M48A5
14570310	COMBAT TANK, M48C
14570311	BRIDGE LAUNCHER TANK, M48C
14570312	COMBAT TANK, M60A1
14570313	COMBAT TANK, M60A2
14570314	COMBAT TANK, M60A3
14570315	BRIDGE LAUNCHER TANK, M60C
14570316	RECOVERY VEHICLE, M88
14570317	RECOVERY VEHICLE, M88A1
14570318	HOWITZER, M110A1
14570319	HOWITZER, M110A2
14570320	COMBAT ENGINEER VEHICLE, M728
14570321	ARMY TRACKED VEHICLE GROUP, W/WO GUNS, VEH 60,000 OR MORE, RELEASED VALUE NOT TO EXCEED \$2.50 PER POUND PER VEHICLE
1929110	AMMUNITION, FIXED, CANNON, WITH EMPTY, INERT-LOADED OR SOLID PROJECTILE
1929145	FUZES, COMBINATION, PERCUSSION, TRACER OR TIME

Appendix B – DoD Unique Commodity Codes

1929191	AMMUNITION, FIXED, NEC, FOR CANNON
1931145	ARMY TRACTOR TANKS, WITH GUNS MOUNTED
1961110	AMMUNITION, SMALL ARMS
1991155	AMMUNITION, EXPLOSIVE, INCENDIARY OR GAS, SMOKE OR TEAR PRODUCING
2818023	DIMETHYLHYDRAZINE
2818238	HYDRAZINE
2818890	COMPRESSED GASES, NEC, POISON
2819215	NITRIC ACID
2911130	FUEL, JET
2911190	GASOLINE, NEC
3443175	HEAT EXCHANGERS, NAVAL REACTOR SYSTEM, NOT IRRADIATED
3711425	ARMORED PERSONNEL CARRIERS, MILITARY
3722115	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER OR JET PROPULSION TYPE
4111615	HOUSEHOLD GOODS, SECOND HAND (USED)
999901	ENGINES, I/C, RADIAL CYL/JET PROP TYPE MTD ON TRAILERS/WHEELED SHIP CONTAINERS
999902	ENGINES, I/C, RADIAL CYL/JET PROP TYPE O/T MTD ON TRAILERS/WHEELED SHIP CONTAINERS
999903	ENGINES, STEAM/IC, NOIBN, MTD ON TRAILERS/WHEELED SHIP CONTAINERS,
999904	ENGINES, STEAM/IC, NOIBN, O/T MTD ON TRAILER/WHEELED SHIP CONTAINERS
999906	CRATED HOUSEHOLD GOODS AND UNACCOMPANIED BAGGAGE, (DPM SHIPMENTS)
999908	VEHICLES, MTR FREIGHT, INCL TRACTORS(DRIVING TRUCKS FOR FREIGHT VEH/FIRE APPARATUS)
999909	VEHICLES, MOTOR, PASSENGER, INCL AMBULANCES/HEARSEES
999910	SECOND PROVISO COMMODITIES, RVNE \$2.50 PER LB
999911	FREIGHT ALL KINDS, INCL HAZ MAT, BUT EXCLUDING (1) PERS PROP SHIP, INCL DPM, (2) CLASS A,B, AMMO, EXP OR FIREWORKS, (3) CLASS C AMMO, EXPLOS REQUIRING A DoD TPS, ETC. RV OT EXCEEDING \$20. PER LB
999912	FAK, EXCEPT CLASS 1, DIVISIONS 1.1, 1.2 AND 1.3 AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS AND OTHER HAZARDOUS MATERIALS
99991201	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 AMMO/EXPL/FR WRKS/CHEM MUN AND OTHER HAZARDOUS MATERIALS.

Appendix B – DoD Unique Commodity Codes

999913	<b>FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 EXPL/FR WRKS/CHEM MUN, BUT INCLUDING OTHER HAZMAT &amp; NON-SENSITIVE CLASS 1, DIV 1.4, COMMODITIES LESS THAN 1,001 LBS.</b>
99991301	<b>FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 EXPL/FR WRKS/CHEM MUN, BUT INCLUDING OTHER HAZMAT &amp; NON-SENSITIVE CLASS 1, DIV 1.4, COMMODITIES LESS THAN 1,001 LBS.</b>
999914	<b>FAK, AIR SHIPMENTS, EXCEPT COMMODITIES SHOWN IN SECTION F, ITEM 433 (HAZARDOUS OR DANGEROUS COMMODITIES)</b>
99991501	<b>GASOLINE/GASOHOL, AUTOMOTIVE</b>
99991502	<b>GASOLINE, AVIATION</b>
99991503	<b>KEROSENE</b>
99991504	<b>TURBINE FUEL, AVIATION OTHER THAN JP-4,5,7,8,10 OR JPTS</b>
99991505	<b>DIESEL FUEL</b>
99991506	<b>FUEL OIL, BURNER</b>
99991507	<b>LUBRICATION OIL</b>
99991508	<b>TURBINE FUEL, AVIATION, JP-4</b>
99991509	<b>TURBINE FUEL, AVIATION, JP-5</b>
99991510	<b>TURBINE FUEL, AVIATION, JP-7</b>
99991511	<b>TURBINE FUEL, AVIATION, JP-8</b>
99991512	<b>TURBINE FUEL, AVIATION, JP-10</b>
99991513	<b>TURBINE FUEL, AVIATION, JPTS</b>
99991514	<b>TURBINE FUEL, AVIATION F24</b>
999916	<b>FAK, ITEM DESCRIPTION</b>
999917	<b>ARMY TRACTOR TANKS AND TRACKED VEHICLES UNSERVICEABLE, NOT FOR FURTHER USE, RVNX .40 PER POUND</b>
999918	<b>SECOND PROVISO COMMODITIES, ITEM DESCRIPTION</b>
999919	<b>THIRD PROVISO COMMODITIES, ITEM DESCRIPTION</b>
999920	<b>THIRD PROVISO COMMODITIES, RVNE \$2.50 PER LB</b>
999921	<b>FAK, AS DESCRIBED IN THE GOVERNING RULES PUBL., SUBJ TO FULL COMMON CARRIER LIABILITY</b>
999922	<b>FAK, ITEM DESCRIPTION</b>
999923	<b>FAK, ITEM DESCRIPTION</b>
999924	<b>FAK, ITEM DESCRIPTION</b>

Appendix B – DoD Unique Commodity Codes

999925	PERISHABLE SUBSISTENCE REQUIRING TEMPERATURE CONTROL (SUBJECT TO FULL COMMON CARRIER LIABILITY )
999926	THIRD PROVISO COMMODITIES, SUBJECT TO FULL COMMON CARRIER LIABILITY, (BASE CLOSURES ONLY)
999927	FAK, EXCEPT CLASSES A, B, C, INCLUDE HAZMAT, RVNE \$9.07 PER LB PER PIECE OR \$250. PER PIECE, WHICHEVER IS GREATER, NEAV (AIR GT ONLY)
999928	HEAT EXCHANGERS, NOI, RVNE \$.40 PER LB (SPECIAL NEG, DOE/NAVY ONLY)
999929	FAK, ITEM DESCRIPTION AND CARRIER LIABILITY AS DESCRIBED IN GOVERNING RULES PUBLICATION (SMALL PKG SURFACE AGREEMENT ONLY)
999931	FAK, EXCEPT COMMODITIES EXCLUDED IN ITEM 417, MFTURP-1, SECTION F RVNE, \$1.00 PER POUND, OR \$100.00 PER PIECE, WHICHEVER IS GREATER BUT NOT EXCEED ACTUAL VALUE.
999932	FAK, INCL CERTAIN HAZMAT, EXCLUDESHAZ CL 1, DIV 1.1-1.6, RVNE \$9.07 PER PD PER PIECE/\$250. WHICHEVER IS GREATER NE ACTUAL VALUE (AIR TAXI)
999935	PERISHABLE SUBSISTENCE REQUIRING TEMPERATURE CONTROL
99994110	AMMUNITION CARRIER, M992
999954	SPECIAL DETENTION
999959	ACCESSORIAL SERVICES
999960	DINITROGEN, TETROXIDE, LIQUEFIED (N2O4) BULK OR CONTAINERS
999961	DIMETHYLHYDRAZINE, UNSYMMETRICAL (UDMH), BULK/CONTAINERS
999962	HYDRAZINE, ANHYDROUS (AH), IN BULK OR CONTAINERS
999963	HYDRAZINE, AQUEOUS SOLUTION WITH MORE THAN 64% HYDRAZINE BY MASS (H-70), IN BULK OR CONTAINERS
999964	METHYLHYDRAZINE (MMH), IN BULK OR CONTAINERS
999965	TOXIC LIQUID, FLAMMABLE, ORGANIC, NOS, INHLA HAZARDOUS PACKAGE GROUP 1, ZONE B, IN BULK OR CONTAINER, RV NE \$2.50 PER POUND
999966	NITRIC ACID, RED FUMING (IRFNA), IN BULK OR CONTAINERS
999967	FLUORINE, COMPRESSED (GASEOUS)
999968	TIER 1 BSAT TIER 1 BIOLOGICAL SELECT AGENTS AND TOXINS (TIER 1 BSAT)
999980	TPS RULES
999989	TOW BARGES

## APPENDIX C – CODES FOR ACCESSORIAL SERVICES

ANSI code	Description
015	Bahrain Certificate of Origin Fee
020	Address Corrections
045	Advancing Charges
405	Fuel Surcharge/Adjustment
495	Crane/Crane Operator at Destination
500	Crane/Crane Operator at Origin
520	Over Dimensional Freight Service (Truckload) / (Air)
535	Pickup Beyond Service Area Charge OCONUS/CONUS
665	Saturday Delivery
667	International Pickup on Saturday
670	Saturday Pickup
670	International Delivery on Saturday
675	Signature and Tally Record Service
AAM	Materials and Spanners
AAS	Attendants Accompanying Government Freight Shipments
AAT	Djibouti Harmonized System Code Fee
ADD	Attempted Delivery Domestic
ADI	Attempted Delivery International
ADL	Advance Loading Service
AIB	Additive/Conductivity/Icing Inhibitor Service
AIR	Sends Service Level/Type Information
APD	Attempted Pickup Domestic
API	Attempted Pickup International
ARG	Rail Armed Guard Surveillance Service
BLK	Blocking, Bracing and Tie-Down Service for Rail
CGC	Caboose/Guard Cars Furnished/Occupied
CHN	Chains and Binders
CIS	DoD Constant Surveillance Service
CLN	Cleaning
CTR	Circuitous Routing
DCS	Trailer Tracking Service
DDP	Dual Driver Protective Service
DEL	Arms, Ammunition, and Explosive Shipment Delivery (Motor)
DEL	Overnight delivery service before 12:00p.m. (Air)
DEL	Receipt and Issue (Pipeline)
DEM	Demurrage (Straight)
DEP	Detention: Vehicles with Power Units
DET	Detention: Vehicles without Power Units

Appendix D – Routing Instructions Notes (RIN) Codes

ANSI code	Description
DOC	Djibouti Documentation Fee
DPD	Drayage at Destination
DPE	Drayage at Origin
DRS	Disaster Recovery Surcharge (Pipeline)
DTB	Detention of Vehicles
ECR	Escorts and Couriers
ECS	Empty Cars Ordered But Not Used
ELS	Extra Lights
EMT	Empty Movement of Equipment
ERS	Equipment, Empty Trailers – Return of
EVC	Excess Valuation (purchased in \$100 increments)
EXC	Exclusive Use of Trailer or Dromedary
EXD	Extra Driver
EXP	Expedited Service
FCS	Furnishing Chassis for COFC Shipments
GDS	Incentive Scheduled Delivery
GSS	Greater Security Service
HAZ	Hazardous Materials Handling
HHB	Handling Freight At Positions Not Immediately Adjacent To Vehicle
HMA	Accessible Hazardous Materials Handling
HMI	Inaccessible Hazardous Materials Handling
HOL	Sunday/Holiday Pickup/Delivery
HOS	Hose
HOX	
EDD	
EDO	
HRS	Heater/Refrigerator Service
IDC	Idler Car
IMP	Impactographs
IMS	Intermodal Shipments
LAS	Loss of Product
LDA	TSP to Load (Rail)
LDL	TSP to Unload (Rail)
LDS	Life and Death Emergency On-board Courier Service
LFD	Dedicated Switch Engine Crew at Destination
LIE	Liability of TSP
LMD	Dedicated Switch Engine at Destination
LME	Dedicated Switch Engine at Origin
LTE	Dedicated Switch Engine Crew at Origin
MES	Escort/Flagman/Telephone Service
MEN	
MET	
MTX	Military Traffic Expediting Service
ORS	Receipt/Issue Other Than Normal Operating Hours
PAJ	Unassisted Pumping Service
PDY	Delivery Beyond Service Area Charge CONUS/OCONUS
PER	Overweight Permit Shipment
PRD	Portable Ramps at Destination

Appendix D – Routing Instructions Notes (RIN) Codes

ANSI code	Description
PRL	Prelodging
PRO	Portable Ramps at Origin
PSS	Protective Security Service
PTS	Protective Tarping Service
PUC	Pickup Charges for Scheduled Services
PUD	Pickup/Delivery (on workdays outside normal operating hours)
RCC	Reconsignment/Diversion
RCL	Redelivery
RDH	Technical Assistance for Loading
RID	Re-icing required for dry ice
RIE	Re-icing required for wet ice
RIS	Rail Inspection Service
RLS	Relocation of Vehicles
RMC	Return Empty Containers/Pallets
RMP	Return Movement of Pallets
RSS	Restricted Speeds
RWD	Re-weigh and/or Re-measure Domestic
RWI	Re-weigh and/or Re-measure International
SAT	Saturday Pickup/Delivery
SDL	Split Delivery
SEV	Security Escort Vehicle Service
SFT	Special Train Service
SNS	Satellite Motor Surveillance Service
SOC	Stop-off in Transit
SPA	Allowances
SPU	Split Pickup
SRG	Storage
SRS	Surveying Routes (Motor)
SRS	Security Recovery Surcharge (Pipeline)
STO	Stowage
SVS	Storage of Vehicles
TER	TSP to Unblock, Unbrace and/or Untie (Rail)
TMV	Tendering of Multiple Vehicles
TOW	Towaway
UBL	Secure and Release Loads
URC	Loading-Unloading by TSP
VFN	Vehicles Furnished but not Used
WDS	Waterfront Delivery
WTV	Weight Verification
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

## APPENDIX D – ROUTING INSTRUCTIONS NOTES (RIN) CODES

The most current Routing Instruction Notes Codes are available on the United States Transportation Command (USTRANSCOM) website at <https://www.ustranscom.mil/cmd/associated/dteb/>. Click on “Reference Data” and “Routing Instruction Notes Code”.

RTE_INSTR_NT_CD	RTE_INSTR_NT_TX
101	CMOS BL only. Annotate BL: "This US Government shipment is subject to the terms and conditions listed in 41 CFR 102-117, Transportation Management, and 41 CFR 102-118, Transportation Payment and Audit."
102	Annotate BL: "Security escort vehicle service requested."
103	Annotate BL: "In-transit emergency contact information: (1) For DoD general hazardous (excludes Explosive and Radioactive) material shipments contact the DLA hotline, 800-851-8061. (2) For Ammunition and Explosive (Class 1) shipments, contact the Army Operations Center (AOC) at 703-695-4695/4696 or DSN225-4695/4696; ask for Watch Officer. (3) For Radioactive material (Class 7), contact the appropriate shipment sponsor's hotline: (Army: 703-695-4695/4696 or DSN225-4695/4696; USAF: 202-767-4011; DLA: 800-851-8061; at sea dial 804-279-3131). (4) For DoD Chemical/Bio Warfare Material contact the 20th CBRNE Command at 410-436-6200. (5) For DoD Secure Holding contact DTTS at 800-826-0794."
104	Shipper will request the carrier to provide dual driver protective service (DDP). Annotate BL: "Dual driver protective service (DDP) requested. Both drivers must possess or be in the process of obtaining a secret clearance. One driver must possess an interim or final SECRET clearance and the second driver will have submitted an E-QIP through DSS and not have been previously denied a final clearance. Signature and Tally Record (DD form 1907) furnished to carrier."
105	Annotate BL: "Use of Signature and Tally Record requested. DD Form 1907 furnished to carrier."
107	Annotate BL: "Move shipment by door-to-door trailer-on-flatcar (TOFC) service."
108	Consignor must include the consignee [destination] telephone number on the BL for all FAK and AA&E shipments.
109	Annotate BL: "Carrier to load and unload."
110	Annotate BL: "Loading performed by ["carrier" or "shipper"]; unloading performed by ["carrier" or "consignee", as appropriate]."
111	Annotate BL: "Shipper to load and consignee to unload." Does not apply to tow away shipments.
112	Annotate BL: "Flame or heat producing tools will not be used to remove security devices."

Appendix D – Routing Instructions Notes (RIN) Codes

113	Annotate BL: "Protective security service (PSS) required. Both drivers must possess a secret clearance Both drivers in the same line-haul vehicle must possess an interim SECRET security clearance under the DoDIS Program. Signature and Tally Record (DD Form 1907) furnished to carrier."
114	Except for movements requiring Motor surveillance service (MVS), Annotate BL: "Carrier to notify [name of consignor and consignee with duty and 24-hour non-duty telephone numbers] immediately if shipment is delayed en route because of an accident or incident. If neither can be reached, contact DTTS hotline at (800) 826-0794. Use hotline number to obtain safe haven or refuge instructions in the event of a civil disorder, natural disaster, carrier strike or other emergency."
115	Export: When a shipment is consigned overseas direct, or is forwarded to a port for export, Annotate BL: "For Export."
116	Annotate BL: "Released value not exceeding [released value per pound as furnished in the route order] per pound."
117	Annotate BL: "Released value not exceeding \$20,000 for each vehicle in the shipment."
118	Security Risk Category (SRC) I and II AA&E shipments are restricted to short stops in transit of 2 hours or less. Shipments will depart origin-shipping activities and will arrive at the destination point without delay. In the event of an incident/accident, or during secure hold emergencies, carrier will notify DTTS at 1-800-826-0794. Stops exceeding two (2) hours must be approved by SDDC.
119	Annotate BL: with the size of each piece of carrier equipment loaded to capacity and the weight of any overflow. DTR Appendix G4, Pickup Service Furnished Block Vehicle Fully Loaded.
120	Annotate BL: "Shipper seal(s) applied. Carrier may remove seal(s) and replace with equivalent seal(s) on prior consent of consignor. If seals are broken in emergencies, notify consignor [consignor name with duty and 24-hour non-duty telephone numbers] as soon as possible. Carrier must annotate seal changes on BL. Application of shipper seal(s) does not constitute a request for exclusive use of vehicle."
121	Annotate BL: "Department of Defense shipment. No export declaration or license required."
122	Annotate BL: "Foreign Military Sales shipment."
123	On BL separate from weight of freight being shipped, show weights, each separately, for pallets, platforms, skids, dunnage, bulkheads, partitions, and door protection (NOTE: When shipped by motor, rate includes free transportation of dunnage and pallets when minimum weight per vehicle is assessed. When shipped by rail, rate also includes free transportation of dunnage not in excess of 2,000 pounds. Weight in excess of 2,000 pounds will be charged at the rate for commodity shipped.)
131	Use alternate route only when initial carrier cannot provide equipment and service is to best advantage of the Government, or when there is not sufficient tonnage to meet minimum weight requirements of the lowest-rated carrier and use of higher alternate carrier will result in lower transportation charges.

Appendix D – Routing Instructions Notes (RIN) Codes

133	Tender as a volume shipment. Comply with Para C.4., DTR Part II, CH 206.
134	FREIGHT, all Kinds rate (s) apply. Comply with MFTURP current version and subsequent updates.
140	Notify consignee to pick up shipment at destination point shown on BL.
141	Load entire shipment on [number of vehicles or cars as provided in route order]. If unable to comply, withhold shipment and notify SDDC routing office.
142	Annotate BL: "Armed Guard Surveillance requested. Signature and Tally Record (DD Form 1907) furnished to carrier."
143	Annotate BL: "DoD Constant Surveillance Service requested. Signature and Tally Record (DD Form 1907) furnished to carrier." Contact DTTS Hotline (800) 826-0794 to obtain safe haven or refuge instructions in the event of a civil disaster, natural disaster, carrier strike or other emergency."
146	Transmit REPSHIP to consignee same day shipment is moved.
147	Forward REPSHIP to CONUS water terminal and Water Clearance Authority. REPSHIP format is prescribed in DTR CH 204
150	Advance approval required by the Transportation Facilities Guide has been obtained from consignee for this shipment.
152	To assure availability of equipment to handle heavy lift cargo, see appropriate Transportation Facilities Guide.
153	If rocket motors are shipped in a propulsive state, route order is valid only if shipment is approved by the cognizant military authority designated in the following: a. ATA Hazardous Materials Tariff, ATA 111 series, b. 49 CFR.
155	Shipment must comply with all requirements of: a. ATA Hazardous Materials Tariff ATA 111 series; b. Bureau of Explosives Tariff, BOE-6000 series; c. 49 CFR, Parts 100-177.
156	Annotate the BL: with the total quantity and weight of MILVAN restraining bars.
158	[Name of carrier(s) as provided in Route Order] is/are disadvantaged/woman-owned and is/are considered service and cost competitive on this standing route order. Shipper will establish a goal of offering this/these carrier(s) up to 25 percent of the tonnage. This is a goal, not a quota. The amount of traffic offered will depend upon carrier capability and length of time competitive, which may preclude the ability to handle as much as 25 percent of the tonnage.
160	Annotate BL: "Drivers entering Piketon Annex, Defense Depot Columbus, Ohio will be requested to wear a radiation monitoring device, solely as a precautionary measure."
161	When ordering carrier equipment to pickup shipments consigned to Piketon Annex, Defense Depot, Columbus, Ohio notify carrier that delivering driver will be requested to wear a radiation-monitoring device, solely as a precautionary measure.
162	Freight All Kinds (FAK)-DoD Unique Number 999912.
164	Freight All Kinds (FAK) - DoD Unique Number 999913.

Appendix D – Routing Instructions Notes (RIN) Codes

200	Request Military Traffic Expediting Service (MTX) call SDDC Intransit Visibility Office at commercial 757-878-7455 or DSN 826-7455 and provide shipment information and rail car initials and numbers.
203	If rail shipment is over 11 feet wide and/or over 15 feet high from top of rail car, shipper is to obtain Railway Line Clearance Number from the carrier and note it on the front of the BL.
204	Shipper will request the carrier to provide rail armed guard surveillance Service (ARG).
205	Annotate BL: "Rail Armed Guard Surveillance Service (ARG) Requested."
206	Emergency Response Information for this shipment must appear on the front of the BL or shipping paper.
207	Annotate BL: "a. Rail Inspection Service"(RIS) requested. b. In case of any Rail incidents call DTTS 1-800-826-0794 c. Provide the SDDC Rail Operation Center Comm.: 757-878-7455, DSN: 826-7455 with name of consignee and its duty and 24-hour non-duty telephone numbers, shipment information and rail car initials. After duty hours call 757-878-8141 number."
209	Annotate BL: "Delivery carrier must notify consignee [name of consignee with duty and 24-hour non-duty telephone numbers] immediately when rail car(s) delivered."
211	When only the two lower decks are utilized of a tri-level car furnished in lieu of bi-level car ordered, annotate BL: "Bi-level car ordered by shipper and tri-level car furnished by carrier."
212	If applicable, standard railcar substitution is to be provided in accordance with MFTURP-1, Item 177.
216	Describe all items as "Military impedimenta" on BL and cite tender authority as provided in Route Order. The BL must show car number and weight of lading for each car used and the separate dunnage weight for each car. Army Tractor Tanks [including USMC tanks]; tractors, artillery towing, crawler type; and tractors, tracked, utility vehicles must be separately identified and described on the same BL.
217	Describe all items as "Military impedimenta" on all BL except for Army tractor tanks (including USMC tanks); tractors, artillery towing, crawler type; and tractors, tracked, utility vehicles. These exceptions may be separately identified and described on the same BL. Cite tender authorities on BL as provided. BL must show car number and weight of lading for each car as well as the separate dunnage weight for each car.
220	Bi-level rail cars restricted for loading of powered vehicle units only.
225	Annotate BL: "Tendered as carload shipment."
229	When moving locomotives and/ or locomotive cranes over 80 tons, annotate BL: "Move in tow and limit speed to 50 miles per hour."
233	Notify carrier of a. Date of shipment. b. Loaded dimensions. c. Clearance file number. d. Route. e. BL number. f. Any special conditions affecting clearance route.

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242	Annotate BL: "Consignee to comply with paragraph Q.7, DTR Part II, CH 202. "
244	Rate includes unloading at ramp of delivering line-haul carrier.
246	Prior to release of shipment, obtain receiving approval from consignee for rail shipment as required by the transportation facilities guide.
263	Item 850 (Average Agreement). Freight Tariff PHJ 6004-N, or reissues thereof, will not apply.
268	Rail Demurrage charges are shown in carriers tender, Section F, accessorial code DEM.
271	Allow space in doorway of car for heater frames as follows: 2' x 4' space for Fairbanks area (Fort Wainwright, Eielson AFB and Fort Greely) and 2' x 2' space for Anchorage area (Fort Richardson, Elmendorf AFB and Kulis ANG). Pallet boards and/or side racks must be in place to assure proper circulation of heated air.
272	a. Prior to ordering equipment, the shipper will contact CN Aquatrain, 1150 Station Street, Vancouver, British Columbia, V6A2X7, telephone 604 665-4360 or 4205, facsimile 604 665-4362, telex no. 045-3196, to request a space permit and furnish the following information: (1) Origin, (2) Consignee, (3) Destination, (4) Commodity, (5) Weight, (6) Proposed shipping date, (7) Dimensions, if high and/or wide load. b. The shipper will notify origin rail carrier of the permit number when order is placed for empty cars. The permit number will be annotated by the shipper in the "description of articles" block of the BL. As soon as rail cars are loaded, the shipper will notify CN Aquatrain of: (1) Car number, (2) Date shipped, (3) Complete-Routing, (4) Permit number
275	Placard trailer: "Do not hump."
304	Rates apply on shipments, which move in an open top van.
306	Order refrigerated equipment only.
307	Do not order refrigerated equipment.
308	Annotate BL: "Loading and unloading performed by carrier."
309	Rate includes all over-dimensional charges.
310	When shipments are described as FAK, and it is evident or probable that the motor carrier will use toll tunnel facilities, annotate BL: "No explosives or dangerous articles are contained in this shipment."
311	Annotate BL: "[Quantity of carrier equipment ordered] units of equipment of [size of carriers equipment ordered in feet] ft. of loading space ordered; [quantity of equipment furnished by carrier] units of equipment of [size of equipment furnished by carrier in feet] ft. of loading space furnished."
313	Consignee has restricted receiving hours. Consult Transportation Facilities Guide for specific information.
314	Annotate BL: "Emergency response information for this motor shipment is indexed by UN number and is located in the Department of Transportation Emergency Response Guidebook (DOT ERG current version)."

Appendix D – Routing Instructions Notes (RIN) Codes

315	Comply with all provisions of Para O., CH 205. Issue separate BL for each vehicle in exclusive use.
316	Annotate BL: "This certifies that filled containers were transported by the same carrier that is transporting these empty containers."
318	Annotate BL: "This certifies that the same carrier delivered filled containers and is transporting these empty containers. The destination of these empty containers is the same as the origin of the filled containers."
319	Annotate BL: "Use of low-boy trailer or special equipment is authorized."
320	Annotate BL: "This shipment moves as a backhaul subject to special discount."
321	Annotate BL: "Single drive-away service."
322	Annotate BL: "Combination drive-away service."
323	When vehicles move in combination of drive-away service, Annotate BL: "Carrier is to disconnect driveshaft of towed vehicle at origin and reconnect at destination."
327	List on each BL the date and name (type) trailer ordered, plus date and name [type] trailer furnished; for example, flatbed, lowbed, extendable low bed, tiltable jig, gooseneck, etc.
330	Order and load on drop-frame trailer. Annotate BL: "Drop-frame trailer not exceeding 39 inches from ground level ordered."
331	Annotate BL: "Carrier is responsible for providing the consignee with adequate Intransit delivery notification for all AA&E shipments. At a minimum, the carrier will contact the consignee during consignee- designated hours one working day in advance of anticipated AA&E shipment delivery and when updates or changes to the delivery schedule occur. For shipments that fall within a same day delivery radius, the carrier will contact the consignee within one hour of shipment pick-up and provide an estimated time of delivery."
332	On BL for shipments of over-dimensional freight by specialized carrier, enter height of material from ground and width of material after loaded on carrier equipment. On BL covering overweight shipments, show length, width, and height including the loaded shipment weight and weight of carrier equipment.
334	Annotate DD Form 651 (Carrier's Report of Vehicle Damage or Breakdown) "Vehicle must be delivered with a minimum amount of fuel in tank, but not less than 1/8 of a tank."
337	Annotate BL: "Satellite motor surveillance service (SNS) requested. In event of system failure, driver must immediately notify the motor carriers dispatcher who will immediately notify DTTS at 1- (800) 826-0794. The driver must subsequently provide DTTS a telephonic location/status report every two hours, with a final telephonic report upon delivery at destination."
338	Motor surveillance service (MVS) requested but satellite motor surveillance (SNS) being substituted (at the MVS rate) at carrier request. In the event of system failure, driver must immediately notify DTTS at 1-(800)-826-0794. The driver must subsequently provide DTTS a telephonic location/status report every two (2) hours, with a telephonic report upon delivery at destination.

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339	Annotate BL: "Dromedary service requested."
341	Annotate BL: "Tendered as LTL shipment."
342	When shipments require transportation protective service, or when shipments of ammunition and/or explosives are routed by motor, consignor will: a. Consult consignee TFG record to determine hours delivery will be accepted; b. Annotate BL with the hours consignee will accept delivery.
343	Annotate BL: "Air-ride tractor and trailer combination requested and furnished."
344	Annotate BL: "Air-ride trailer requested and furnished."
345	Annotate BL: "Air-ride tractor requested and furnished."
346	Annotate BL: "Motor surveillance service (MVS) requested. Driver must call DTTS at 1-(800) 826-0794 before departing origin activity and every two (2) hours thereafter to furnish shipment location/status. A final call must be made upon delivery at destination."
347	Enter seal number in block 24 of BL and Annotate BL: "Exclusive use of vehicle, dromedary, or 410 dromedary (as applicable), requested by the government. Do not break seals except in case of emergency or upon prior authority of the consignor or consignee. If broken for emergency reasons apply carrier seals as soon as possible and immediately notify the consignor and the consignee. [Show name of consignor and consignee with duty and 24-hour non-duty telephone numbers.]"
348	Annotate BL: "If shipper seal(s) are applied, carrier may remove seal(s) and replace with equivalent seal(s). If seals are broken in emergencies, notify consignor [show name of consignor with duty and 24-hour non-duty telephone numbers] as soon as possible. Carrier must annotate seal changes on BL."
350	Annotate BL: "Expedited service requested."
351	Carrier is approved to trip lease. Trip lease carriers must be DoD approved.
352	furnish SDDC routing Office with tractor (truck) and trailer number(s), date of departure, and BL number.
353	Route Order valid only when permit authorities have approved carrier request for permit(s). Prior to release of shipment, carrier must advise the Transportation Officer, by facsimile that the permit(s) application has been approved and must sign a statement to that effect. Annotate BL: "Carrier has obtained all necessary permits. If permit(s) are not obtainable, withhold shipment and notify the SDDC Operations Center."
354	Do not order lowboy trailers.
355	This shipment is subject to capacity load rules. The shipper shall annotate the BL with the number of each vehicle loaded to capacity, and whether any additional vehicle carrying less than a capacity load was used. Not more than one vehicle per shipment may be loaded to less than full visible capacity. The vehicle loaded to less than full capacity will be assessed charges as if it were a separate shipment.

Appendix D – Routing Instructions Notes (RIN) Codes

356	Pickup carrier represents a shipper agent, shipper association, or a freight forwarder. These carriers are not required to have documentation showing such affiliation, therefore, do not ask driver for copy of trip-lease permanent lease.
357	Shipper to verify DoD Driver ID requirements.
358	Divide tonnage as equally as possible among carriers shown, consistent with their ability to furnish equipment of size and type most advantageous to the government.
360	Carrier to supply motive power for towaway service.
363	Use local cartage carrier, if cheaper.
364	Annotate BL: "Car Carrier Service requested and furnished."
366	Annotate BL: "Temperature control van service requested and furnished. Temperature to be maintained at [required temperature in Fahrenheit degrees]."
367	When ordering equipment, notify carrier that shipment must not be transported in trip-leased equipment. Annotate BL: "This shipment must not be transported in trip-leased equipment."
368	Shipments subject to minimum weight formula and charges. Annotate BL: "The density of this shipment is 15 pounds or greater per cubic foot."
369	This shipment requires state permits. Accessorial charges will be assessed if shipment is in the carrier's possession during a weekend. Unless delivery requirements dictate otherwise, tender shipment to carrier to avoid weekend accessorial charges.
370	Carrier will assess accessorial charges for holding shipments during a weekend. Unless delivery requirements dictate otherwise, tender shipment to carrier to allow pre-lodging Monday through Thursday only.
371	Rates apply only on shipments, which move in a 30', or less closed van.
372	Rates apply only on shipments, which move in a 40', or less closed van.
373	Rates apply on shipments which move in a closed van over 40'.
374	Rates apply only on shipments, which move in a 30' or less flatbed.
375	Rates apply only on shipments which move in a 40' or less flatbed
376	Rates apply only on shipments which move in a flatbed over 40'.
386	If unable to reduce width of the vehicle to 8 feet, 6 inches, additional charge of [Amount of cents per mile per movement as furnished in Route Order] cents per mile per movement will be assessed by carrier, plus cost of state or local permits.
395	US Citizenship requirement. Driver must be a US citizen and provide proof.
405	Annotate BL: "Fuel Adjustment" [enter adjustment amount].
418	Annotate BL: "Declared value fifty cents per pound."
419	Annotate BL: "Ferry mileage: [number of ferry miles as provided in Route Order] miles."

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435	Each shipment of hazardous materials must be packed, marked, loaded, stowed, secured and unloaded in accordance with the applicable rules and special instructions in 49 CFR Parts 172 through 178.
436	Provide full instructions on special handling procedures and precautions necessary for safe shipment, including a completed DD Form 836 or other written statement containing the same information. The aircraft commander will also be instructed on the DD Form 836 that accidents, seal breakage, and delays exceeding 6 hours will be reported immediately by automated means to the consignor or consignee. The report must include all pertinent information. Provide qualified personnel to supervise the loading and unloading of each shipment.
438	Shipper will schedule movement to ensure arrival at destination during normal working hours and will notify consignee by telephone of the estimated arrival time of aircraft as soon as information is available.
440	Annotate BL: "I certify that this aircraft is equipped for Instrument Flight Rules (IFR) operation [signature of pilot]."
442	When shipments of sensitive material are routed by air taxi, consignor will: a. Notify carrier of pending move and record date, time and individual contacted, b. Advise consignee of estimated time shipment can be picked up, c. Tender each shipment on a separate BL, d. Document and report all carrier failures to provide pick-up service as scheduled unless additional time has been agreed to by shipper.
443	This Route Order is issued for explosive cargo only. Material other than explosives that is designated as "hazardous" may not be included. If a hazardous shipment other than explosives, such as Class A poison, chemicals, or radioactive material, must be transported via air taxi, the air taxi commercial operator must obtain: a. Special waiver from the local FAA General Aviation District Officer. b. FAA waiver prior to acceptance of the shipment for airlift.
444	Notify Air Mobility Command (AMC), DSN 576-4343/3061 Commercial (618)-256-4343/3061 of all pending flights of hazardous or explosive material shipments by air taxi operators. Notification will include the following: a. Name of carrier(s), b. Name of origin airport. (1) Time and date of scheduled departure, (2) Name and telephone number of ground service operator/shipper, c. Name of destination airport (1) Time and date of scheduled arrival, (2) Name and telephone number of ground/operator receiver, d. Information in paragraphs b and c above is also required for any scheduled stops en route for partial loading/unloading service.
446	Ensure all aircraft transporting hazardous/explosive material are staffed with IFR qualified pilot in command and co-pilot. Also, insure that only aircraft identified on the SDDC approved list are used to transport hazardous/explosive material. Report any service failures.
447	Advise Water Clearance Authority (WCA) by priority message or telephone of the serial number of the container used for loading each TCN assigned by the releaser.
448	Annotate BL: "Emergency response information for this air shipment is indexed by UN number and is located in the International Civil Aviation Organization Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods."

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449	Annotate BL: "Emergency response information for this water shipment is indexed by UN number and is located in the emergency procedures for ships carrying dangerous goods and the medical first aid guide."
450	Annotate BL: "Signature and tally record service (675) requested."
451	Annotate BL: "International Air shipment requires Constant Surveillance Service (CIS) from pickup to delivery. Signature and Tally Record (DD Form 1907) or carrier's equivalent required. Carrier furnished Courier name: [Enter Name of Courier]. Shipper verified Couriers clearance via Defense Information Security System (DISS) prior to shipment pickup."

## APPENDIX E – DEFINITIONS

**The most current Definitions are available on the United States Transportation Command (USTRANSCOM) website at [https://www.ustranscom.mil/dtr/dtr\\_definitions.pdf](https://www.ustranscom.mil/dtr/dtr_definitions.pdf)**

ACCESSORIAL SERVICES – Services performed which are additional, supplemental, or special, in addition to the basic transportation service.

ACTUAL PLACEMENT – The placing of a TSP conveyance in an accessible position for loading or unloading, or at a place specifically designated by the shipper or consignee.

ACTUAL VALUE RATE – A rate based on the actual value of the material shipped.

AGREED VALUATION – The value of articles in a freight shipment agreed upon as the basis of which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be had in event of loss or damage in transit.

AIR TAXI – Air transportation from a TSP offering non-scheduled air services of passengers or cargo, on a charter or contract basis. Aircraft, having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of Federal and State bodies, can be either fixed-wing or helicopter.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) – Organization that serves as coordinator of a voluntary standardization system for the U.S. private sector.

AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM) – Organization for standardizing petroleum industry specifications and testing methods.

AMMUNITION AND EXPLOSIVES - 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.

APPEAL – Procedures that allows reconsideration of a TSP in non-use or disqualified status.

ARMS, AMMUNITION, AND EXPLOSIVES – Arms, ammunition, and explosives are

## Appendix E – Definitions

those items set forth within the scope and intent of Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

ASTM TABLE 6 – Standardized table for converting a measured volume of fuel to a standard 60 degrees Fahrenheit.

ASTRAY CARGO (see GOCARE) – Shipments or portions of shipments found in a TSP's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.

BARGE – A category of vessel designed as non-self-propelled units for the carriage of cargo on the weather deck or in holds or in tanks. The units are towed/pushed by another ship (tug or pusher vessel).

BARGE BOOMING - A floating barrier around the barge during receipt/issue of a petroleum products shipment that operates to prevent the spread of any accidental spills.

BARREL – Standard unit of measurement in the petroleum industry, equivalent to 42 standard U.S. gallons.

BATCH – Specific volume of fuel in a refinery or pipeline that is processed, treated, or moved in one operation.

BEST VALUE – A procurement evaluation and selection mechanism that permits the government to select TSPs to support Defense Transportation System requirements based on a combination of price-related and non-price-related factors. Examples of non-price-related factors that may be considered in a Best Value evaluation include, but are not limited to, the TSP's quality of service, past performance, claims experience, ability to perform service within stated requirements, ability to respond, routing, ability to provide in-transit visibility, and commitment of transportation assets to readiness support. If past performance is chosen as an evaluation criterion, some factors to look at may include, but are not limited to, on-time pickup and delivery percentage, percentage of shipments involving lost or damaged cargo, number of claims, and TSP availability. Under this procurement evaluation method, price is not the only factor considered for selection of a TSP. Ultimately, award should be made to the TSP that represents the best value to the government under the stated evaluation criteria.

BILL OF LADING – A contract for carriage of cargo made with a TSP that also operates as a receipt of the goods and documentary evidence of title to the goods. A common transportation term for the basic agreement that underlies shipment of goods. A U.S. Government document issued by a shipper to a TSP, listing and acknowledging

## Appendix E – Definitions

receipt of goods for transport and specifying terms of delivery. For government traffic, this term is used interchangeably with “Government Bill of Lading (GBL)” or “Commercial Bill of Lading (CBL)”. The Bill of Lading is the primary document used to contract for transportation and related services from commercial TSP, including freight forwarders.

BODILY INJURY INSURANCE – An insurance policy that pays for injuries caused to other individuals in the event of a vehicle accident.

BOXCAR – The term "boxcar" encompasses all cars with AAR car types codes beginning with A, B, L4, or S, as described in the STB R. E. R. 6413 (Official Railway Equipment Register).

BROKER – “Broker” means a person who, for compensation, arranges or offers to arrange the transportation of property to be performed by an authorized motor TSP. Motor TSP (or persons who are employee or bona fide agents of a TSP) is not a broker within the meaning of this section when it arranges or offers to arrange the transportation of shipments which it is authorized to transport and which it has accepted and legally bound itself to transport (49 CFR, Subpart A, Sec. 386.2). “Broker” means a person other than a motor TSP, or an employee or agent of a motor TSP, that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement or otherwise as selling, providing, or arranging for, transportation by a motor TSP for compensation.

BUNCHING – The accumulation and placement of cars for loading or unloading in excess of current orders or in prevention of normal and customary loading/unloading schedules.

BUNKERING – The act or process of supplying a ship with fuel.

CARGO BLANKETING – Filling a cargo tank and associated piping systems (and other adjacent spaces when specified) with a liquid or inert gas to prevent fires or explosions.

CARRY AWAY – Bulk fuel exceeding 10 barrels that remains onboard once discharging is complete but before line drop. If Carry Away is verified by DoD and vessel Master or mate, then TSP shall be liable for all carry away bulk fuel transportation costs. The shipper or consignee shall invoice TSP for costs of the carry away amount exceeding 10 barrels.

CHASSIS – A wheel assembly or bogie for street or highway movement of containers.

CIVIL RESERVE AIR FLEET (CRAF) - A voluntary program through which the nation's airlines provide stand-by commitments to support mobilization as a supplement to DoD organic airlift capacity. CRAF participants provide civilian airlift assets

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needed to support military operations and mobilization requirements enabling the DoD to meet peacetime requirements, surge needs, and mobilization requirements for major crises.

CLASSIFICATION YARD – A system of railroad tracks within a defined area used for receiving, dispatching, classifying, and switching rail cars.

CLEARED TRANSPORTATION SERVICE PROVIDER – A commercial TSP who has met the following criteria for handling classified/sensitive shipments: Can provide the TPS requirements governed by DoD4500.9-R, Part II, Chapter 205. Regulated to perform transportation services and qualifies under required security requirements to provide the required TPS. Has a SECRET facility clearance issued by the Defense Counterintelligence Security Agency (DCSA). Has furnished SDDC with an applicable tender that provides for TPS.

COASTWISE – Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise.

COMBINATION RATES – Combination rates are when two stand-alone rates are combined to make a thru rate. See also Proportional Rates.

CONSIGNEE – The actual intended recipient of a shipment. The person, military installation or DoD contractor receiving the shipment from TSP.

CONSIGNOR – The person or activity that is the supplier or shipper of a product.

CONSTANT SURVEILLANCE SERVICE - 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.

CONSTRUCTIVE PLACEMENT – When a TSP conveyance cannot be placed for loading, unloading, or at a point previously designated by the shipper or consignee, and is placed elsewhere, it is considered as being under constructive placement. TSP must notify the Transportation Officer of installation where the conveyance(s) has been constructively placed in writing the date, time and cars numbers that were placed.

CONTAINER - A reusable shipping conveyance not less than 20-feet in length, outside measurement, loaded or empty, without bogie or chassis, fitted with devices permitting its ready transfer from one mode of transportation to another, and constructed to enable the attachment of removable bogie or chassis for further transportation.

## Appendix E – Definitions

CONTINENTAL UNITED STATES (CONUS) – United States territory comprising the 48 contiguous states and the District of Columbia, including adjacent territorial waters but excluding Alaska and Hawaii. United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

CONTROLLED CRYPTOGRAPHIC ITEM – Communication Security equipment declassified by the National Security Agency. Controlled Cryptographic Items requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with Controlled Cryptographic Items must be separately transmitted according to requirements for its classification.

CONVEYANCE – A trailer, railcar, or container used to transport a shipment. Any of a number of different vehicles (tanker, railcar, tank truck, etc.) used to move DoD freight to include petroleum products.

COURIER – Individuals who are United States government military members or civilian employees, or Department of Defense contractor employees granted with authority to be responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.

DANGEROUS ARTICLES – Material includes, but is not limited to certain types of chemicals and commodities, such as Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances.

DAY – Calendar day of 24 hours.

DEADHEAD – A transportation term for a movement by a TSP when the vehicle transports no passengers or freight.

DECK BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure, having an intact deck for the carriage of bulk materials. Also commonly referred to as a scow, lighter or hoy.

DEFENSE TRANSPORTATION REGULATION (DTR), Part II, Cargo Movement, DTR 4500.9-R - Agency regulation that establishes criteria for cargo movement within the DTS. Implements DoD policies and requirements that govern the utilization of commercial freight transportation services and Defense Freight Railway Interchange Fleet (DFRIF), for the transportation requirements of armed services through their military departments and other DoD components.

DEFENSE TRANSPORTATION SYSTEM (DTS) - DTS is that portion of the

## Appendix E – Definitions

worldwide transportation infrastructure that supports DoD transportation needs in peace and war. The DTS consists of two major elements: military (organic) and commercial resources. These resources include aircraft, assets, services, and systems organic to, contracted for, or controlled by the DoD. The DTS infrastructure, including ports, airlift, sealift, railway, highway, in transit visibility, information management systems, customs, and traffic management that the DoD maintains and exercises in peacetime, is a vital element of the DoD capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

DEFENSE TRANSPORTATION TRACKING SYSTEM (DTTS) – A joint military service system that processes data shipment tracking data to ensure in transit safety and security command and control that is hosted by SDDC. The DTTS provides 24-hour continuous command and control of the DoD arms, ammunition and explosive shipments moving in the public domain. The primary mission of the DTTS are emergency response and intransit security of these shipments.

DEFERRED SERVICE (D3) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the fifth business day after consignor requested pickup date of shipment.

DEFICIT WEIGHT RATING - Calculation of the price for transporting a greater weight than the actual total weight of the goods to be transported with the aim of achieving a lower price.

DEMURRAGE – A charge made on rail cars or vessels (including barges) held by or for a shipper or consignee beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose. Charges for demurrage are considered to be in addition to all other lawfully owed transportation charges.

DEPARTMENT OF DEFENSE (DoD) – The government executive department whose mission is to provide the military forces needed to deter war and to protect the security of the United States. This department consists of the Office of the Secretary of Defense, organization of the Joint Chiefs of Staff, military departments, unified and specified commands, and defense agencies.

DELIVERY DATE (DD) – A specific date by which delivery of a shipment should be accomplished by the TSP at the CONUS destination or CONUS air/water terminal.

DESTINATION – The place to which a shipment is consigned or where the TSP delivers cargo to the consignee or agent.

DETENTION – A charge made on trailers or containers held by or for the benefit of a shipper or consignee beyond the allowable free time for loading or unloading, for

## Appendix E – Definitions

forwarding directions, or for any other purpose. Charges for detention are considered to be in addition to all other lawfully owed transportation charges.

DIRECT PROCUREMENT METHOD (DPM) – A method of procuring transportation services where the government directly manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel. DPM shipments move from government to contractor, government to TSP, and not from contractor to contractor, or TSP to TSP. There are no business or contractual relationships between the origin and destination contractors or between the contractors and freight TSP.

DISQUALIFICATION – Administrative action taken by the Military Surface Deployment and Distribution Command or theater Commander that results in excluding a TSP from transporting Department of Defense shipments, either from one or more origin points for specific routes or for all routes. This administrative action can also include the exclusion of a TSP or storage firm from participation in the DoD Personal Property Program (DP3) Shipment and Storage at one or more installations for a definite or indefinite period of time.

DIVERSION – Service offered by a TSP that allows a consignor to divert an en route shipment from its original consignee or port of destination to another, or the changing of the mode or designated route of a shipment from that shown on the original transportation documentation while the shipment is in-transit.

DOOR-TO-DOOR SERVICE – From shipper’s origin to consignee’s receiving point.

DOUBLE BROKERING – Prohibited Practice. A practice where a legitimate broker gives a load to a second broker, who then finds a TSP. The term also includes a practice where a motor TSP agrees to transport freight for a broker, under the guise it will haul the freight, and the TSP subsequently re-brokers to another TSP. When a TSP (also has broker authority) accepts a brokered load (as the TSP) and tenders the load to another TSP through its brokerage operation (without the original broker’s knowledge or consent).

DRAYAGE – A charge for the local transportation of property for a movement that terminates within 30 miles of origin of the shipment.

DRY CARGO BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure with cargo space below deck, usually used to transport bulk commodities on rivers and canals. The cargo space may be covered or uncovered. Industry commonly refers to these barges as open/covered hopper barges.

DRIVEAWAY – The movement of a vehicle under its own power by a driver furnished

## Appendix E – Definitions

through an authorized commercial motor TSP.

DROMEDARY BOX – A freight box carried on, and securely fastened to, the chassis of a truck tractor, step deck or flatbed trailer, is also demountable, and can be handled with a forklift truck. It is protected by a Plymetal shield and may be equipped with doors on each side that can be locked with a padlock and sealed. Each dromedary shall be considered a separate conveyance.

DROPPED TANK TRAILERS – Trucks/containers or trailers left on the terminal for unloading at a later time without the services of the motor TSP upon authorization by the terminal operator.

DUAL DRIVER PROTECTIVE SERVICE (DDP) – A protective service utilized for SRC III, IV, and Uncategorized AA&E, described in Item 103, Dual Driver Protective Service, for detailed guidance.

DUNNAGE – Lumber or other material used to brace and secure cargo to prevent damage during shipment.

DUNNAGE ALLOWANCE – A flat fee that seeks to compensate drivers for assembly or building materials required to properly block and brace a load. Dunnage must be requested by a shipper in order for the allowance to be properly paid.

eBILL – Functionality in the currently authorized Third Party Payment System (TPPS) that is used to request a debit (from a shipper to a TSP) or a credit (from a TSP to a shipper). The party initiating the eBill will not be paid until the other party approves the transaction. An eBill is most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.

ELECTRONIC DATA INTERCHANGE (EDI) – The transfer of data by linking computer systems through a communications network, in order to accomplish the DoD objective of ensuring all tenders are originally filed, billed, and administratively updated through an EDI in order to create a semi-paperless environment.

EMERGENCY – Any situation that would prevent a shipment from safely and securely reaching its destination, such as undue delay caused by a *force majeure* circumstance. Any “*situation*” associated with in transit DoD AA&E or OSM that endangers the material itself, the public, the transporting TSP’s personnel/equipment/facilities, or threatens national security due to potential loss or loss of Ordnance-related, highly sensitive technology. The broad term “*Situation*” is intended to include, but not be limited to, accidents, fire, hijacking, theft, civil disturbance, equipment failure, labor strikes, natural disasters, and threatened or real attack.

EMPTY MOVEMENT OF EQUIPMENT (EMT) – An accessorial charge per vehicle

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per deadhead miles traveled from point of dispatch to point of origin, which shall be in addition to the line haul rate. These charges require consignor or consignee endorsement on BL.

EMPTY TRAILER RETURN (ERS) – An accessorial charge for returning an empty trailer from destination to origin upon the shippers’ cancellation.

ESCORT/FLAGMAN/TELEPHONE (MES/MEN/MET) –An accessorial charge when requested by the shipper to reimburse for the cost of hiring of additional personnel to perform additional necessary services directly associated with the movement of specialized cargo.

EXCLUSIVE USE (EXC) – When requested by DoD personnel, a TSP will devote the entire trailer or dromedary to the movement of a specified shipment. See Item 31, Exclusive Use of Trailer or Dromedary, for detailed guidance.

EXPEDITED SERVICE (EXP) – When requested by DoD personnel, the TSP guarantees the delivery of shipment prior to the Standard Transit Time. See Item 35, Expedited Service, for detailed guidance.

EXTENDED SERVICE (AE) - 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.

FORCE MAJEURE – Contract provision that exempts parties for non-fulfillment of obligations due to unforeseen and/or unpredictable conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters, acts of God, public enemy, freight embargoes, or weather.

FREETIME – The period of time during which there is no charge (i.e. demurrage) by the TSP to load, stow, and secure the general cargo to the vessel and to unload the general cargo and accompanying material from the barge.

FREIGHT – Goods to be shipped. A term used to classify the transportation of goods carried by commercial vessel or vehicle.

FREIGHT ALL KINDS (FAK) – Consists of those commodities that a TSP offers to transport at one inclusive rate or charge regardless of their classification rating in the National Motor Freight Classification (NMFC) or Uniform Freight Classification (UFC), or differing transportation characteristics.

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FREIGHT FORWARDER (AIR) – Also known as an indirect cargo air TSP and is defined in 14 CFR § 296.3 as “any U.S. citizen who undertakes to engage indirectly in air transportation of property, and uses for the whole or any part of such transportation the services of an air TSP or a foreign air TSP that directly engages in the operation of aircraft under a certificate, regulation, order, or permit issued by the DOT or the Civil Aeronautics Board (CAB), or the services of its agent, or of another indirect cargo air TSP.”

FREIGHT FORWARDER (SURFACE) – As defined in 49 USC 13102(8); a person holding itself out to the general public (other than as a pipeline, rail, motor, or water TSP) to provide transportation of property for compensation” but specifically excludes “a person using transportation of an air TSP.” see 49 U.S.C § 10102. In general, surface freight forwarders are firms, other than a railroad, motor, water, or air TSP, or an airfreight forwarder that undertakes all of the following functions: to assemble and consolidate shipments, provide for assembling, consolidating, performing or providing break bulk, and distributing services. Surface freight forwarders assume responsibility for the transportation of such property from point of receipt to point of destination, and utilize the services of authorized TSPs who possess proper operating authority for the transportation to be provided.

FUEL SYSTEM ICING INHIBITOR (FSII) – Military jet fuel additive that absorbs small amounts of water from the fuel that prevents freezing in aircraft fuel systems.

FULL VISIBLE CAPACITY (FVC) –When a LTL makes the loading of additional items impossible and this load requires a TL rate to move. FVC is indicated by the shipping agency on the BL to get the TL rate.

GOVERNMENT BILL OF LADING (GBL) – The bill of lading utilized to transport freight of the U.S. government, to procure transportation of freight and related services from commercial TSP for movement at Government expense.

GOVERNMENT BUSINESS DAY (GBD) – Any business day (i.e., Monday through Friday) that is not a Federal Holiday.

GOVERNMENT CARGO RECOVERY EFFORT (GOCARE) PROGRAM - The GOCARE program consists of DoD Committee Members assigned based on the geographical location to assist in the recovery of lost and astray freight findings reported by TSP’s. (See Astray Cargo).

HANDLING FREIGHT AT POSITION NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB) – An accessorial charge assessed for movement of the shipment or partial shipments from or to positions beyond an immediately adjacent loading or unloading position.

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HAZARDOUS MATERIAL/SUBSTANCE – A substance or material determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. This term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations, Part 173.

HOLIDAYS – Federally-designated holidays, as provided by Title 5 of the U.S. Code: New Year’s Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Juneteenth, Labor Day, Veterans' Day, Indigenous Peoples Day, Thanksgiving Day, and Christmas Day.

IMPACTOGRAPH – An instrument used to measure the force of collision/force when one object hits another. Monitors impact during transportation, test bumps, or the smooth ride of a vehicle.

IMPROPER EQUIPMENT – Failure by a TSP to provide the specific equipment requested by DoD personnel in order to perform specific transportation/logistics requirements.

IN- BOND – A shipment that has not cleared U.S. Customs.

IN-TRANSIT VISIBILITY – The ability to track in real time the identity, status, and specific location of DoD shipments of unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants), passengers, medical patients, and personal property from point of origin to the consignee or destination.

INADEQUATE EQUIPMENT – TSP equipment that is deemed inadequate to perform transportation services due to its defective condition, or where operation of the equipment fails to meet DOT safety regulations, or equipment whose design or defect lacks proper security features required to properly secured freight, or equipment that has broken, missing or improper seals.

INTERMODAL MOVE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. An intermodal move may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term “intermodal move” can be used interchangeably with “multi-modal service.”

INTERNAL – Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska.

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LAKewise – Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lake wise traffic.

ISO CONTAINER - An article of transport equipment that meets International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.

LASH/SEABEE BARGE – A barge, usually flat-bottomed and rectangular in structure to be lightered aboard a mother ship.

LASHING – Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

LATE – Unexcused failure to deliver the shipment by the end of normal operating hours on the Required Delivery Date (RDD).

LAYTIME – The time between when a vessel moors alongside or at 0001 hours local time on the latest agreed readiness date, whichever occurs first. It ends when loading or unloading begins.

LESS-LOAD RATES – Rates or classes that apply to a quantity of freight less than the truckload weight specified for the same article.

LINE FILL – The quantity of fuel required to completely fill a section of pipeline.

LINE HAUL – Transportation of cargo over TSP routes from point of origin to point of destination, excluding local pick-up, delivery, local drayage, and switching services.

LOADING OR UNLOADING – The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle.

LONG TERM LEASE -- Leasing a company's vehicle to another transportation service

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provider for a duration of more than 30 days. TSP must abide by lease provisions of 49 CFR, Part 376.

LOSS TOLERANCE – An agreed percentage of fuel that is lost during transit or when placed in storage due to minor leaks and evaporation, etc.

MANIFEST – A U.S. Government issued document specifying in detail the passengers or items carried for a specific destination.

MILITARY TRAFFIC EXPEDITING SERVICE (MTX) – An expediting service provided by the Association of American Railroads (AAR) for military carload shipments. This automated service uses a central computer file electronically linked with member railroads and is capable of reporting on single-line and joint-line movements. Passing or progress reports are controlled by an MTX number assigned by the AAR.

MOTOR CARRIER – Shall have the same meaning and intent as “motor TSP” as defined in 49 U.S.C. 13102(14), as a person providing commercial motor vehicle (as defined in section 31132) transportation for compensation.

MULTI-MODAL SERVICE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. Multi-modal service occurs when two or more different modes such as rail, truck, barge and/or searift are used to move cargo from origin to destination. Multi-modal service may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term “multi-modal service” can be used interchangeably with “intermodal moves”.

NEGOTIATED MOVE – A consignment of one or more shipments from one or more shippers over a period not to exceed one calendar year moving to one or more consignees at one or more destinations. Included within this definition are split pickups at origin and destination points and stop in transit to partially load and/or unload.

NET EXPLOSIVE QUANTITY (NEQ) – Total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

NET EXPLOSIVE WEIGHT (NEW) – Total weight of all explosives Class 1 components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder or other container expressed in pound.

NO SHOW – Failure by a TSP to pick up a shipment on the agreed date and time.

NORMAL OPERATING HOURS – Period of time the facility or installation (refer to

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the Transportation Facilities Guide [TFG] for specific installation normal operating hours) is regularly open for business Monday - Friday to receive and discharge freight.

NON-USE LETTER – Correspondence that places a TSP in non-use status for a period of time at either an installation or nationwide level.

OTHER SENSITIVE MATERIAL (OSM) – Materials other than AA&E that require monitored movement in the discretion of the owning Services due to concerns regarding the hazard, posed to the public, high value items, or security classification.

OVERNIGHT SERVICE (D1) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignor's requested pickup date of shipment.

OVERDIMENSIONAL – A shipment that contains one or more non-divisible articles, which measure in excess of 636 inches (53 feet) in length (OVERLENGTH), 102 inches (8 feet 6 inches) in width (OVERWIDTH), or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading (OVERHEIGHT). Exception: A shipment is not considered over length for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

OVERTIME – Hourly charges incurred beyond established working hours and which exceed the total number of regular working hours per week.

OVERWEIGHT – Shipments where the cargo exceeds 48,000 pounds (45,000 pounds when loaded on lowboy equipment). Additional information is described under Item 119, Over dimensional Freight Service/Overweight Permit Shipments.

PALLET – Piece of equipment that facilitates mechanical handling of stacked (palletized) goods for fork-lift trucks. The term also includes pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

PERISHABLE GOODS – Unpreserved, unprocessed, and untreated commodity that may spoil within a short time period even under normal handling and shipping conditions.

PERSONAL PROPERTY (PP) – Possessions other than real estate or building. Personal property is movable and includes tangible (appliances, car, furniture, jewelry)

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and intangible (bonds, right to a benefit, shares of stock) items whose ownership belongs to the individual (also called chattels). Property of a personal character that is portable but not used in business.

PIPELINE – All parts of a physical facility to transport water, gas, or petroleum, including a line of pipe, valves, and any other appendages attached to the line of pipe.

PRIORITY SERVICE (SG) - Next available flight; shipment may be required anytime during a 24 hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on BL IAW TSP quote).

PRIVATELY OWNED VEHICLE (POV) – Belonging to, restricted to, or intended to be used for the personal use of an individual.

PROPERTY DAMAGE – Damages caused to a (DoD) member's/employee's personal and/or real property, including rental property, or grounds associated with the property by a DoD approved TSP/agent or direct procurement method contracted agent while picking up or delivering DoD sponsored shipments.

PROPORTIONAL RATES – Rates that are not intended to stand alone, and may only apply in conjunction with another proportional rate. see also Combination Rates.

QUALIFIED TSP REPRESENTATIVE – A TSP representative transporting DoD cargo and who is:

- a. Aware of the classification/sensitivity of DoD cargo.
- b. Knowledgeable of safety, security and emergency procedures to be followed.
- c. Cleared under the DoD Industrial Security Program to handle SECRET shipments and has TSP issued identification when providing Protective Security Service. (Applies to TPS shipments only).

RADIOACTIVE MATERIAL –Material causing spontaneous emission of radiation, either directly from unstable atomic nuclei or as a consequence of a nuclear reaction. Of, exhibiting, or caused by radioactivity.

RAIL TANK CAR – A railcar designed to carry liquefied loads or cargo.

RAIL TSP – 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).

RAMP-TO-RAMP SERVICE – Occurs when an empty vehicle is delivered to the TSP;

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when a loaded vehicle with billing instructions are delivered to the TSP or forwarding instructions are given to TSP with proper billing instructions.

REDELIVERY –When a shipment is tendered for delivery and delivery cannot be accomplished due to the fault of the consignee. Where redelivery is required, the TSP will notify the consignee of the on-hand shipment and arrange for a mutual agreement regarding a redelivery date.

REFUGE LOCATION – A military activity designated in the Terminal Facilities Guide (TFG) as meeting requirements for the temporary storage of classified or protected material (excluding Class 1, Division 1.1, 1.2, and 1.3 explosives) that affords security for shipments of such cargo in emergency situations.

RELEASED VALUE RATE – The rate applied to a specific shipment that applies to an agreed level of liability assumed by the TSP in transporting that shipment in the event of loss or damage.

REPORT OF SHIPMENT (REPSHIP)– An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.

REQUIRED DELIVERY DATE (RDD) – A date when transported cargo must arrive at its destination and complete offloading to properly support mission requirements. The calendar date when material is required to be delivered and offloaded by the requisitioner.

ROUTING OR ROUTE ORDER – An order issued by a routing officer that specifies the mode of transportation and the means within that mode by which a shipment will move.

SECOND DAY SERVICE (D2) - Shipment to be delivered to consignee during consignee’s normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.

SECURED AREA – An area to which access is controlled and is under regular, periodic surveillance by security personnel.

SECURE HOLDING AREA – In non-emergency situations, protection provided by an installation to a TSP’s vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander. The installation commander must make the same kinds of determinations as for “Secure Holding Location/Safe Haven” or “refuge.”

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SECURE HOLDING LOCATION/SAFE HAVEN – A location owned by DoD that is utilized for the temporary parking of commercial TSP motor vehicles transporting Categorized AA&E or classified materials. This term shall also include circumstances where emergency assistance is to be provided by an installation to a TSP's vehicle transporting Division 1.1, 1.2, or 1.3 ammunition and explosives due to circumstances beyond a TSP's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This determination involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas.

SENSITIVE CARGO – Small arms, ammunition, and explosives (AA&E) that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions, to include Ordnance as defined in the DoD 5100.76M, Physical Security Of Conventional Arms, Ammunition And Explosives.

SHIPMENT – A separately identifiable collection of goods to be carried: A quantity of freight tendered for transportation by one shipper, at one point, one day, on one bill of lading, for delivery to one consignee at one destination.

SHIPMENT REFUSAL – Failure of a TSP to accept or decline a shipment within one hour of offer.

SHIPPER – A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments who performs planning, assembling, consolidating, documenting, and arranging for the movement of material.

SHORING – Technique used to distribute the weight of a cargo piece over a greater area than its load bearing area (also called a footprint or contact area).

SMALL ARMS – Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder- fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.

SMALL ARMS AMMUNITION – A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable

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size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.

SNS VENDOR (SNSV) – Commercial Company employed by the TSP to assist in providing SNS to the Government utilizing any technical means that meets the requirements set forth in this rules provision. Additionally, the Federal Communications Commission (FCC) must approve the service offered.

SPOT BID – A single consignment of one or more pieces from one shipper at one time at one origin address receipted for in one lot and moving to one consignee at one destination address. Included within this definition are split pickups at origin and destination points and stops in transit to partially load and/or unload.

SPOTTING/DROPPING – The detachment of a trailer from a power unit (tractor) and its placement at a specific site designated by and in full possession of shipper, consignee or other designated party.

SUBCONTRACTOR – A contract by which a company or person agrees to render services or materials necessary for the performance of another contract; one who performs services under contract to a TSP without privity of contract with the government; a secondary contract in which the person or company originally hired in turn hires somebody else to do all or part of the work.

TANK BARGE – Non-self-propelled vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull or independent of the hull. Pumping arrangements may be provided on board or left to shore equipment. Typical cargoes would include petroleum and other liquids.

Single Hull Tank Barge - A tank barge with the sides and the bottom being single hull.

Double Hull Tank Barge - A tank barge with the sides and the bottom being double hull.

Double Sided Tank Barge - A tank barge with the sides being double hull and the bottom being single hull.

Double Bottom Tank Barge - A tank barge with the sides being single hull and the bottom being double hull.

TANK TRUCK – A vehicle designed to carry liquefied loads or cargo on roadways

TEMPERATURE CONTROLLED GALLONS – The volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as “net volume”).

TENDER – Per Non-FAR Procurements under 40 U.S.C., 481 Et Seq., a tender is not a contract. It is a carrier’s offer to provide services at the quoted rate. The contract is created after the TO offers the movement and the carrier accepts the movement under a BL.

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TERMINALING – Receipt of fuel from an incoming transportation mode for the purpose of issuing that fuel for movement by another transportation mode. Terminaling charges may include but are not limited to fees for throughput, tank, truck, barge, or railcar loading, additive injection, filtration and dock fees. Some of these fees may be included as separate accessorial charges in the TSP's tender.

THIRD PARTY PAYMENT SYSTEM (TPPS) – TPPS is an electronic freight transaction tracking and payment system and is required to conduct business with DoD. The current authorized TPPS is Syncada, a service of U.S. Bank.

TIME-DEFINITE DELIVERY (TDD) – The delivery of freight at a time and destination specified by the receiving activity.

TOWAWAY SERVICE – The transportation of DoD freight when the cargo is towed by a TSP truck-tractor, but not loaded in or on TSP equipment.

TOWBOAT/PUSH BOAT – Self-propelled vessel designed to tow/push barges and pontoons. The hull is usually rectangular in plan and has little freeboard. A pair of knees of ample strength and height engages barges of various depths to maneuver the tow.

TRACTOR – A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

TRAILER – A trailer is a reusable shipping conveyance not more than 53-feet in length, outside measurement, constructed for use in transporting commodities via highway and equipped with permanent wheeled undercarriage, or mounted on a bogie or chassis. Trailer also means a demountable trailer body with wheels or a container mounted on a bogie and equipped with a device for coupling to a tractor for movement.

TRANSLOADING – Cargo removed from one conveyance and directly reloaded on another conveyance for movement or movement of dromedaries from one conveyance to another. Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper, unless in the event of an emergency. Transportation Protective Security (TPS) shipments require prior coordination with SDDC, G3 via the Defense Transportation Tracking System (DTTS) if an emergency situation requires transloading. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services. Refer to Section B, Item 97, Transloading Transportation Protective Service (TPS) Shipments for more information.

TRANSMIX – A mixture of fuel, which occurs in a pipeline shipment that is caused

## Appendix E – Definitions

when one batch of fuel pushes against another causing part of both batches to mix together.

TRANSPORT VEHICLE – A cargo carrying vehicle such as an automobile, van, tractor, truck, semi-trailer, tank car, or railcar used for transportation of cargo by any mode.

TRANSPORTATION AGENT (TA) – Person(s) (military or civilian) designated or appointed by the Transportation Officer to perform traffic management functions.

TRANSPORTATION OFFICER (TO) – Person(s) designated by the commander of a military activity to perform traffic management functions.

TRANSPORTATION PROTECTIVE SERVICE (TPS) – A commercial TSP service performed according to DoD standards that provide in-transit physical security for shipments of Secret, Confidential, or sensitive material.

TRANSPORTATION SERVICE PROVIDER (TSP) – A transportation provider who possesses legal operating authority to conduct transportation services, who also meets all established DoD requirements and has received an official notice of acceptance to transport DoD Freight by SDDC. Includes motor carriers, rail carriers, pipeline carriers, water carriers, tank truck carriers, freight forwarders, brokers, and third party logistics (3PL) companies.

TRIP LEASED – A vehicle lease of 30 days or less in duration between a DoD-approved TSP and leasing agent involving the power unit.

TRIP LEASING – Leasing a company's vehicle to a DoD-approved TSP for a single trip.

TRUCKLOAD RATES – Truckload rates or classes are those for which a truckload minimum weight is provided, and charges shall be assessed at the truckload minimum weight shown in the TSP tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater shall be considered truckload minimums for shipment planning purposes.

TUGBOAT – Self-propelled vessel with a V-shaped bow designed for the towing (and pushing) of ships or other floating structures such as barges in ports/harbors.

VESSEL – A watercraft or other artificial contrivance that is used, is capable of being used, or is intended to be used, as a means of transportation by water. 49 U.S.C. 12103(25).

## Appendix E – Definitions

WATER CARRIER – A Water TSP who performs water transportation for compensation, including both vessel, barge, or other artificial contrivance as defined in 49 U.S.C. 12102(26).

## APPENDIX F – EXPLANATION OF ABBREVIATIONS

**The most current Explanation Of Abbreviations are available on the United States Transportation Command (USTRANSCOM) website at [https://www.ustranscom.mil/dtr/dtr\\_abbreviations%20&%20acronyms.pdf](https://www.ustranscom.mil/dtr/dtr_abbreviations%20&%20acronyms.pdf)**

Abbreviation	Definition
AA	Airport-to-Airport
AA&E	Arms, Ammunition and Explosives
AAR	Association of American Railroads
ABS	American Bureau of Shipping
AE	Ammunition and Explosives
AE	Extended Service
AMC	Air Mobility Command
ANSI	American National Standards Institute
API	American Petroleum Institute
ARG	Rail Armed Guard
ASTM	American Society for Testing Material
ATA	American Trucking Association
ATP	Air Tender Program
BBL	Barrels
BL	Bill of Lading
BOE	Bureau of Explosives
CAT	Security Risk Category
CBL	Commercial Bill of Lading
CCR	Central Contractor Register
CFR	Code of Federal Regulations
CIS	Constant Surveillance and Custody Service
COFC	Container-on-Flatcar
CONUS	Continental United States
CRAF	Civil Reserve Air Fleet
CRD	Crane at Destination
CRO	Crane at Origin
C-TPAT	Customs-Trade Partnership Against Terrorism
CWT	Hundred Pounds
D1	Overnight Service
D2	Second-Day Service
D3	Deferred Service
DDP	Dual Driver Protective Service
DE	Delivery Service

## Appendix F – Explanation Of Abbreviations

DEL	Delivery Before Noon
DEL	Receipt and Issue (Pipeline)
DFAS	Defense Finance & Accounting Service
DFR	Defense Fuel Region
DFRIF	Defense Freight Railway Interchange Fleet
DFSC	Defense Fuel Supply Center
DoD	Department of Defense

Appendix F – Explanation Of Abbreviations

Abbreviation	Definition
DOE	Department of Energy
DON	Department of the Navy
DOT	Department of Transportation/ U.S. Department of Transportation
DPM	Direct Procurement Method
DCSA	Defense Counterintelligence Security Agency
DR	Door-To-Airport
DTMR	Defense Traffic Management Publication
DTOD	Defense Table of Official Distance
DTR	Defense Transportation Regulation
DTTS	Defense Transportation Tracking System
DV	Detention of Vehicles
EC	Electronic Commerce
EDI	Electronic Data Interchange
EFT	Electronic Funds Transfer
EIA	Energy Information Administration
ETA	Electronic Transportation Acquisition
FAK	Freight All Kinds
FBI	Federal Bureau of Investigation
FCRP	Freight Carrier Registration Program
FVC	Full Visible Capacity
GBL	Government Bill of Lading
GFM	Global Freight Management
GHS	Global Heavyweight Service
GTN	Global Transportation Network
HAZ	Hazardous Handling
MFTURP	Military Freight Traffic Unified Rules Publication
MPRP	Pipeline Rules Publication
NAC	National Agency Check
NGDS	Next Generation Delivery Service
NMFC	National Motor Freight Classification
PSS	Protective Security Service
RD	Airport-To-Door
RDD	Required Delivery Date
SCAC	Standard Carrier Alpha Code
SDDC	Surface Deployment and Distribution Command (formerly MTMC)
SG	Priority Service
SPLC	Standard Point Location Code
TDD	Time Definite Delivery
TDR	Transportation Discrepancy Report
TFG	Transportation Facilities Guide
TGIS	Transportation Geospatial Information System

Appendix F – Explanation Of Abbreviations

TPS	Transportation Protective Service
TSP	Transportation Service Provider
UFC	Uniform Freight Classification
USTRANSCOM	United States Transportation Command
<b>Abbreviation</b>	<b>Definition</b>
WTG	Waiting Time

## APPENDIX G – WEBSITES

1. Websites listed below are referenced throughout this publication.
  - a. SDDC Publication Updates: <https://www.sddc.army.mil/Pages/default.aspx>
  - b. SDDC Freight Carrier Registration Program (FCRP):  
<https://stallion.eta.sddc.army.mil/ccp/jsp/CCPScac.jsp>
  - c. DOT Licensing and Insurance: <https://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm>
  - d. Execution of Standard Form (SF) 328, Certificate Pertaining to Foreign Interests:  
<https://www.gsa.gov/portal/forms/download/116246>
  - e. US Bank: <https://network.syncada.com/usbank>
  - f. Electronic Commerce/ Electronic Data Interchange (EC/EDI) Trading Partner Guide for Defense Transportation:  
[https://www.sddc.army.mil/GCD/SiteAssets/TPA\\_Template%20Nov11.pdf](https://www.sddc.army.mil/GCD/SiteAssets/TPA_Template%20Nov11.pdf)
  - g. SDDC TEAMS Distance Learning Program (DLP): <https://eta-teams.transport.mil/teams/login>
  - h. Defense Table of Official Distance (DTOD): <https://dtod.sddc.army.mil/>
  - i. GOCARE: <https://www.sddc.army.mil/G3/Pages/GOCARE.aspx>
  - j. Washington Headquarters Services Executive Services Directorate:  
<https://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf>
  - k. API Manual of Petroleum Measurement Standards (MPMS):  
[http://www.eia.gov/dnav/pet/pet\\_pri\\_spt\\_s1\\_m.htm](http://www.eia.gov/dnav/pet/pet_pri_spt_s1_m.htm)

## APPENDIX H – REFERENCES

Each reference applies to its current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or shall be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.

1. DOT Emergency Response Guidebook, (ERG).
2. Association of American Railroads, Open Top Loading Rules Manual.
3. American Trucking Associations, ATA Hazardous Materials Tariff, ICC ATA 111-series.
4. Code of Federal Regulations, Title 14, Part 205, Aircraft Accident Liability Insurance
5. Code of Federal Regulations, Title 14, Part 296.3, Indirect Cargo Air Carrier
6. Code of Federal Regulations, Title 32, Part 619.4, Insurance—Public Liability and Cargo.
7. Code of Federal Regulations, Title 33, Part 6, Protection and Security of Vessels, Harbors, and Waterfront Facilities.
8. Code of Federal Regulations, Title 33, Part 104, Maritime Security: Vessels.
9. Code of Federal Regulations, Title 33, Part 105, Maritime Security: Facilities.
10. Code of Federal Regulations, Title 33, Part 109, General.
11. Code of Federal Regulations, Title 33, Part 110, Anchorage Regulations.
12. Code of Federal Regulations, Title 33, Part 125, Identification Credentials for Persons Requiring Access to Waterfront Facilities or Vessels.
13. Code of Federal Regulations, Title 33, Part 126, Handling of Dangerous Cargo at Waterfront Facilities.
14. Code of Federal Regulations, Title 33, Part 126, Section 126.19, Issuance of Permits for Handling Designated Dangerous Cargo.
15. Code of Federal Regulations, Title 33, Part 160, Ports and Waterways Safety—General.
16. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.40, Transportation and Traffic Management.
17. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.41, Transportation Documentation and Audit.
18. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101-41.302-3, Terms and Conditions Governing Acceptance and Use of GBLs.

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19. Code of Federal Regulations, Title 49, Part 105, Hazardous Materials Program Definitions and General Procedures.
20. Code of Federal Regulations, Title 49, Part 106, Rulemaking Procedures.
21. Code of Federal Regulations, Title 49, Part 107, Hazardous Materials Program Procedures.
22. Code of Federal Regulations, Title 49, Part 110, Hazardous Materials Public Sector Training and Planning Grants.
23. Code of Federal Regulations, Title 49, Part 130, Oil Spill Prevention and Response Plans.
24. Code of Federal Regulations, Title 49, Part 171, General Information, Regulations, and Definitions.
25. Code of Federal Regulations, Title 49, Part 171, Section 171.15, Immediate Notice of Certain Hazardous Materials Incidents.
26. Code of Federal Regulations, Title 49, Part 173, Section 173.53, Provisions For Using Old Classifications of Explosives.
27. Code of Federal Regulations, Title 49, Part 171, Section 171.8, Definitions and Abbreviations.
28. Code of Federal Regulations, Title 49, Part 172, Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, And Training Requirements.
29. Code of Federal Regulations, Title 49, Part 172, Section 172.101, Hazardous Materials Table.
30. Code of Federal Regulations, Title 49, Part 172, Section 172.504, Table 2, General Placarding Requirements.
31. Code of Federal Regulations, Title 49, Subchapter H, Section 172.700, Purpose and Scope.
32. Code of Federal Regulations, Title 49, Subchapter H, Section, 172.701, Federal-State Relationship.
33. Code of Federal Regulations, Title 49, Subchapter H, Section 172.702, Applicability and Responsibility for Training and Testing.
34. Code of Federal Regulations, Title 49, Subchapter H, Section 172.704, Training Requirements.
35. Code of Federal Regulations, Title 49, Section 173, Shippers—General Requirements for Shipments and Packaging.
36. Code of Federal Regulations, Title 49, Part 174, Section 174.81, Segregation of Hazardous Materials.

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37. Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and Certification.
38. Code of Federal Regulations, Title 49, Part 176, Carriage by Vessel.
39. Code of Federal Regulations, Title 49, Part 176, Section 176.108, Supervision of Class 1 (Explosive) Materials During Loading, Unloading, Handling and Stowage.
40. Code of Federal Regulations, Title 49, Part 176, Section 176.180, Watchkeeping.
41. Code of Federal Regulations, Title 49, Part 176, Section 176.99, Permit Requirements for Certain Hazardous Materials.
42. Code of Federal Regulations, Title 49, Part 177, Carriage by Public Highway.
43. Code of Federal Regulations, Title 49, Part 177, Section 177.834(l)(1) Carriage by Public Highway, General Requirements.
44. Code of Federal Regulations, Title 49, Part 371, Section 371.2, Brokers of Property, Definitions.
45. Code of Federal Regulations, Title 49, Part 382, Controlled Substances and Alcohol Use and Testing.
46. Code of Federal Regulations, Title 49, Part 383, Commercial Driver’s License Standards; Requirements and Penalties.
47. Code of Federal Regulations, Title 49, Part 384, State Compliance With Commercial Driver’s License Program.
48. Code of Federal Regulations, Title 49, Part 385, Safety Fitness Procedures.
49. Code of Federal Regulations, Title 49, Part 386, Rules of Practice for Motor Carrier Safety and Hazardous Materials Proceedings.
50. Code of Federal Regulations, Title 49, Part 387, Minimum Levels Of Financial Responsibility For Motor Carrier.
51. Code of Federal Regulations, Title 49, Part 387, Section 387.9, Minimum Levels of Financial Responsibility.
52. Code of Federal Regulations, Title 49, Part 388, Cooperative Agreements with States.
53. Code of Federal Regulations, Title 49, Part 389, Rulemaking Procedures—Federal Motor Carrier Safety Regulations.
54. Code of Federal Regulations, Title 49, Part 390, Federal Motor Carrier Safety Regulations.
55. Code of Federal Regulations, Title 49, Part 390, Section 390.5, Definitions.
56. Code of Federal Regulations, Title 49, Part 391, Qualifications of Drivers.
57. Code of Federal Regulations, Title 49, Part 392, Driving Commercial Motor Vehicles.

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- 58.** Code of Federal Regulations, Title 49, Part 393, Parts and Accessories Necessary for Safe Operation.
- 59.** Code of Federal Regulations, Title 49, Part 395, Hours of Service of Drivers.
- 60.** Code of Federal Regulations, Title 49, Part 396, Inspection, Repair, and Maintenance.
- 61.** Code of Federal Regulations, Title 49, Part 397, Transportation of Hazardous Materials; Driving and Parking Rules.
- 62.** Code of Federal Regulations, Title 49, Part 1005, Principles and Practices for the Investigation and Voluntary Disposition of Loss and Damage Claims and Processing Salvage.
- 63.** Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 202, Cargo Routing and Movement.
- 64.** Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 204, Hazardous Materials.
- 65.** Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items.
- 66.** Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, paragraph G, Small Shipments of AA&E.
- 67.** Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 207, Carrier Performance.
- 68.** Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Table 205-17, Security Risk Codes.
- 69.** Department of Defense Manual 4140.25-M, DoD Management of Bulk Petroleum Products, Natural Gas, and Coal.
- 70.** Department of Defense Manual 5100.76-M, Chapter 6, Transportation.
- 71.** Department of Defense Manual 5100.76-M, Chapter 7, Transportation.
- 72.** Department of Defense Manual 5100.76-M, Appendix 3, Physical Security of AA&E at Military Terminals.
- 73.** Department of Defense Manual 5220.22-C, Section III, National Industrial Security Program Operating Manual-Common Requirements.
- 74.** Department of Defense Manual 5220.22-M, National Industrial Security Program Operating Manual.
- 75.** Department of Defense Manual 5220.22R, Industrial Security Regulation.
- 76.** Department of Defense Manual 6055.9 STD, DoD Ammunition and Explosives Safety Standards.

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77. Department of Defense Manual 6055.9 STD, paragraph C9.5, Energetic Liquids.
78. Department of Navy OPNAVINST 5510.1, Information and Security Program Regulation Manual.
79. Department of Navy OPNAVINST S5513.3B, Security Classification Guidance For Surface Warfare Programs.
80. Department of Navy OPNAVINST S5513.5B, Security Classification Guidance For Undersea Warfare Programs.
81. Federal Specification FF-S-2738, Seals, Anti-pilferage.
82. Military Surface Deployment and Distribution Command (current version), EDI Technical Trading Partner Guide for Defense Transportation.
83. Military Surface Deployment and Distribution Command Transportation Engineering Agency, Pamphlet 55-19, Tie-down Handbook for Rail Movements.
84. Military Surface Deployment and Distribution Command, Class Rate Publication No. 100A (current version).
85. National Motor Freight Traffic Association, Inc., National Motor Freight Classification, Tariff STB NMF 100 series.
86. NMF 101-Series, National Motor Freight Traffic Association, Inc., Agent
87. Continental Directory of Standard Point Location Codes NMF 102-Series, National Motor Freight Traffic Association, Inc., Agent.
88. RAILINC, Mileage Allowances and Rules Tariff, STB RPS 6007-Series.
89. United States Army Publications Distribution Center, Closed Circuit Television (CCTV) Guidelines, Field Manual 3-19.30, Chapter 6, Physical Security.
90. United States Code, Title 5, Part III, Subpart E, Chapter 61, Subchapter I, § 6103.
91. United States Code, Title 18, Part I, Chapter 44, Section 922, Unlawful Acts.
92. United States Code, Title 49, Subtitle IV, Part A, Chapter 101, Section 10102, Definitions.
93. United States Code, Title 49 Subtitle IV, Part B, Chapter 131, Section 13102, Definitions
94. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.
95. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.
96. United States Code, Title 49, Subtitle VI, Part B, Chapter 311, Subchapter III, Section 31132, Definitions.

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- 97.** United States Code, Title 49, Subtitle VIII, Chapter 601, Section 60101, Definitions.
- 98.** United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60501, Secretary of Energy
- 99.** United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60502, Federal Energy Regulatory Commission

# APPENDIX I – TRANSPORTATION FORMS AND DOCUMENTATION

1. The following forms/documents are referenced throughout this publication and are provided for informational purposes only.

SIGNATURE AND TALLY RECORD (See DoD 4500.0-R for guidance) (Use of equivalent carrier-furnished signature and tally record is acceptable.)		OMB No. 0702-0027 OMB approval expires Oct 31, 2008		
<p>The public reporting burden for this collection of information is estimated to average 5 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Service Directorate (0702-0027). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p><b>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.</b></p>				
<b>DISTRIBUTION INSTRUCTIONS</b>				
<p>(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.                  (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.                  (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Commercial Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.                  (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.</p>				
<b>SECTION I - TO BE COMPLETED BY THE SHIPPER</b>				
1a. SHIPPER NAME		b. ORIGIN		
2. PROTECTIVE SERVICE REQUESTED		3. COMMERCIAL BILL OF LADING NUMBER		
4a. CONSIGNEE NAME		b. DESTINATION		
5. PERMIT NUMBER (If any)		6. TRANSPORTATION CONTROL NUMBER		
7. ROUTING		8. WEIGHT	9. CUBE	
10. SPECIAL INSTRUCTIONS			11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)	
12. NAME OF CARRIER			13. NUMBER OF PIECES	
14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)		15. FREIGHT CLASSIFICATION DESCRIPTION		
<b>SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT</b>				
<b>16. CUSTODY RECORD</b>				
PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED (YYYYMMDD) e.

DD FORM 1907, NOV 2006

PREVIOUS EDITION IS OBSOLETE.

FormFlow/Adobe Designer 7.0

## DD Form 1907, Signature and Tally Record

# Appendix I – Transportation Forms And Documentation

Prescribed by: DTR 4500.9-R

<b>MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS &amp; SENSITIVE MATERIALS)</b>													
(This form provides a limited inspection of the general operation of the vehicle and is not to be confused with the more thorough vehicles' periodic inspection. Read Instructions before completing this form.)													
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.					1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER								
<b>SECTION 1 - DOCUMENTATION</b>					ORIGIN a.		DESTINATION b.						
2. CARRIER/GOVERNMENT ORGANIZATION													
3. DATE/TIME OF INSPECTION													
4. LOCATION OF INSPECTION													
5. OPERATOR(S) NAME(S)													
6. OPERATOR(S) LICENSE NUMBER(S)													
7. (X if satisfactory at origin)					8. PERIODIC INSPECTION CURRENT (WITHIN 1 YEAR)*								
7.a. HAZMAT ENDORSEMENT				7.d. ERG OR EQUIVALENT COMMERCIAL:		YES		NO					
7.b. VALID LEASE*				7.e. DRIVER'S CERTIFICATION OF SAFE EQUIPMENT*				8.a. TRUCK/TRACTOR					
7.c. ROUTE PLAN				7.f. COPY OF 49 CFR PART 397				8.b. TRAILER					
<b>SECTION II - VEHICLE INSPECTION</b>													
All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.													
9. TYPE OF VEHICLE(S)					10. VEHICLE NUMBER(S)								
11. PART INSPECTED (X as applicable, for military, government-owned, or commercial vehicles)		ORIGIN (1)		DESTINATION (2)				ORIGIN (1)		DESTINATION (2)		COMMENTS (3)	
		SAT	UNSAT	SAT	UNSAT			SAT	UNSAT	SAT	UNSAT		
11.a. HORN OPERATIVE						11.h. COUPLING DEVICES							
11.b. WINDSHIELD/WIPERS						11.i. CARGO SPACE							
11.c. MIRRORS						11.j. LANDING GEAR*							
11.d. WARNING EQUIPMENT						11.k. TIRES, WHEELS, RIMS							
11.e. SAFETY EQUIPMENT						11.l. TAILGATE/DOORS*							
11.f. LIGHTS AND REFLECTORS						11.m. TARPULIN*							
11.g. BRAKES*						11.n. OTHER (Specify)							
12. INSPECTION RESULTS (X one)					ACCEPTED		REJECTED						
(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)													
13. SATELLITE MOTOR SURVEILLANCE SYSTEM: (X one)					ACCEPTED		REJECTED						
14. REMARKS													
15. INSPECTOR PRINTED NAME (Origin)					16. INSPECTOR SIGNATURE (Origin)								
<b>SECTION III - POST LOADING INSPECTION</b>													
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.						ORIGIN (1)		DESTINATION (2)		COMMENTS (3)			
						SAT	UNSAT	SAT	UNSAT				
17. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR													
18. LOAD PROPERLY SECURED TO PREVENT MOVEMENT													
19. SEALS APPLIED TO CLOSED VEHICLE; TARPULIN APPLIED ON OPEN EQUIPMENT													
20. PROPER PLACARDS APPLIED													
21. SHIPPING PAPERS/DD FORM 2890 FOR GOVERNMENT VEHICLE SHIPMENTS													
22. COPY OF DD FORM 626 FOR DRIVER													
23. SHIPPED UNDER DOT SPECIAL PERMIT 868 OR OTHER DOT SPECIAL PERMIT(S)													
24. INSPECTOR PRINTED NAME/SIGNATURE (Origin)					25. DRIVER(S) PRINTED NAME(S)/ SIGNATURE(S) (Origin) (By signing I certify all motor carrier equipment is in safe operating condition)								
26. INSPECTOR PRINTED NAME/SIGNATURE (Destination)					27. DRIVER(S) PRINTED NAME(S)/SIGNATURE(S) (Destination)								

DD FORM 626, MAY 2024

PREVIOUS EDITION IS OBSOLETE.

Page 1 of 3

## DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

Appendix I – Transportation Forms And Documentation

<b>COMMERCIAL BILL OF LADING</b>			DATE	B/L NO.		
CARRIER			SCAC	CARRIER ACCOUNT NO.		
DESTINATION (Name, address and ZIP code)			ORIGIN (Name, address and ZIP code)			
SPLC (Dest.)			SPLC (Orig.)			
CONSIGNEE (Name, address and ZIP code of installation)			SHIPPER (Name, address and ZIP code)			
GBLOC (Cons.)						
APPROPRIATION CHARGEABLE			BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)			
VIA (Route shipment when advantageous to the Government)			AGENCY LOG CODE			
MARKS AND ANNOTATIONS						
TOTAL PKGS.		DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)	WEIGHT * (Pounds Only)	FOR USE OF BILLING CARRIER ONLY		
NO	KIND			Services	Rate	Charges
		CLASSIFICATION ITEM NO				
		RELEASE VALUE: Mileage:				
		TOTALS B/L: PCS: CUBE: WT:				
		This CBL consists of 3 page(s) and has no stop offs.				
		SEE CONTINUATION PAGE(S) FOR ITEM DETAILS				
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED <input type="checkbox"/>	SHIPPER'S INITIALS	ROUTE ORDER/RELEASE NUMBER		
VEHICLE FULLY LOADED <input type="checkbox"/>						
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS				
FOR:		INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE	MARKED CAPACITY	DATE
		APPLIED BY:	ORDERED AV1	FURNISHED AV1	ORDERED	FURNISHED
CARRIER'S PICKUP DATE		SIGNATURE OF AGENT		PER	CARRIER WAY/FREIGHT BILL NO. AND DATE	
MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE
						AT (Actual delivery point)
ISSUING OFFICER AND OFFICE (issuing officer name, office and complete address)			BY (Name of the delivering carrier)			
			DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE <input type="checkbox"/> DAMAGED <input type="checkbox"/>			
			<input type="checkbox"/> CARRIER OS&D REPORT ATTACHED		NAME OF BILLING CARRIER	
			<input type="checkbox"/> DELIVERY AT DESTINATION FURNISHED		SIGNATURE OF AGENT	
CONTRACT/PURCHASE ORDER NO. AND FOB POINT			<input type="checkbox"/> ACCESSORIAL SERVICES CERTIFICATION ATTACHED			
			DATED			
<small>THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION, SUBJECT TO SECTION 7 OF THE CONDITIONS. IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES.</small>						
<small>THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.</small>						
<small>ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON, RECEIVED IN APPARENT GOOD ORDER. EXCEPTIONS NOTED:</small>						
 FXFL800068						

Commercial Bill of Lading, GFM

Appendix I – Transportation Forms And Documentation

B/L NO: \_\_\_\_\_

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SHIPPER PROVIDED SHORT FORM BILL OF LADING - NOT NEGOTIABLE - DOMESTIC

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON

ROUTE: \_\_\_\_\_ RELEASE NO: \_\_\_\_\_ B/L NO: \_\_\_\_\_  
 SCAC: \_\_\_\_\_ VEH NO: \_\_\_\_\_ TYPE: \_\_\_\_\_ MILEAGE: \_\_\_\_\_ TERMS: \_\_\_\_\_  
 SEAL NUMBERS: \_\_\_\_\_ \*THIRD PARTY\*  
 TARIFF/SPECIAL RATE AUTH: \_\_\_\_\_ EAST CHGS: \_\_\_\_\_  
 CARRIER WAY / FRT \_\_\_\_\_ DATE PREPARED: \_\_\_\_\_  
 OWNERSHIP SCAC: \_\_\_\_\_  
 CONSIGNED TO: \_\_\_\_\_ DODAAC: \_\_\_\_\_ MARKS AND ANNOTATIONS: \_\_\_\_\_

DESTINATION/ SPLC: \_\_\_\_\_

CONSIGNOR: \_\_\_\_\_ IPG: \_\_\_\_\_  
 DDD: \_\_\_\_\_

SHIPPING POINT/ SPLC: \_\_\_\_\_

P C	TY PK	H M	DESCRIPTION OF ARTICLES	WEIGHT	RATE	EXT
<p style="text-align: center;">THIS IS PAGE 1 OF PAGE (S)</p> <p>TOTAL PIECES TOTAL CUBE                      TOTAL WT OF ARTICLES                      TOTAL PALLET WT                      GROSS WT                      SEE PAGE 2 FOR SPECIAL INSTRUCTIONS</p> <p>DECLARED VALUE OF GOODS: _____</p> <p>BILL DIRECT TO: _____ FOR PAYMENT _____</p>						
ISSUING OFFICE: _____						

PER: ECFL "AGENT" \_\_\_\_\_ DATE \_\_\_\_\_ TIME \_\_\_\_\_  
 RECEIVED IN APPARENT GOOD ORDER: EXCEPTIONS NOTED

Commercial Bill of Lading, DSS

Appendix I – Transportation Forms And Documentation

<b>COMMERCIAL BILL OF LADING</b>				DATE		B/L NO.	
CARRIER				SCAC		CARRIER ACCOUNT NO.	
DESTINATION (Name, address and ZIP code)				ORIGIN (Name, address and ZIP code)			
SPLC (Dest.)				SPLC (Orig.)			
CONSIGNEE (Name, address and ZIP code of Installation)				SHIPPER (Name, address and ZIP code)			
GBLOC (Cons.)							
APPROPRIATION CHARGEABLE				BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)			
VIA (Route shipment when advantageous to the Government)				AGENCY LOG CODE			
MARKS AND ANNOTATIONS							
TOTAL PKGS.		DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)		WEIGHT * (Pounds Only)		FOR USE OF BILLING CARRIER ONLY	
NO	KIND	HM				Services	Rate
			CLASSIFICATION ITEM NO				
			RELEASE VALUE: Mileage:				
			TOTALS B/L: PCS: CUBE: WT:				
			This CBL consists of 3 page(s) and has no stop offs.				
			SEE CONTINUATION PAGE(S) FOR ITEM DETAILS				
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED		SHIPPER'S INITIALS		ROUTE ORDER/RELEASE NUMBER	
		VEHICLE FULLY LOADED					
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS					
		INITIALS & NO.		SEAL NUMBERS		LENGTH/CUBE	
		APPLIED BY:		ORDERED AV1		FURNISHED AV1	
FOR:						MARKED CAPACITY	
						DATE	
CARRIER'S PICKUP DATE		SIGNATURE OF AGENT		PER		CARRIER WAY/FREIGHT BILL NO. AND DATE	
MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE	AT (Actual delivery point)
ISSUING OFFICER AND OFFICE (issuing officer name, office and complete address)				BY (Name of the delivering carrier)			
				DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE <input type="checkbox"/> DAMAGED <input type="checkbox"/>			
				GBLOC		NAME OF BILLING CARRIER	
CONTRACT/PURCHASE ORDER NO. AND FOB POINT				DATED		SIGNATURE OF AGENT	
<small>THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION SUBJECT TO SECTION 7 OF THE CONDITIONS. IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES</small>							
<small>THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.</small>							
<small>ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON, RECEIVED IN APPARENT GOOD ORDER, EXCEPTIONS NOTED.</small>							
				 FXFLB00068			

Commercial Bill of Lading, CMOS

Appendix I – Transportation Forms And Documentation

<b>COMMERCIAL BILL OF LADING</b>			DATE		B/L NO.					
CARRIER			SCAC		CARRIER ACCOUNT NO.					
DESTINATION (Name, address and ZIP code)				ORIGIN (Name, address and ZIP code)						
SPLC (Dest.)				SPLC (Orig.)						
CONSIGNEE (Name, address and ZIP code of installation)				SHIPPER (Name, address and ZIP code)						
GBLOC (Cons.)										
APPROPRIATION CHARGEABLE				BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)						
VIA (Route shipment when advantageous to the Government)				AGENCY LOC CODE						
MARKS AND ANNOTATIONS										
TOTAL PKGS.		DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)			WEIGHT * (Pounds Only)		FOR USE OF BILLING CARRIER ONLY			
NO	KIND	HM					Services	Rate	Charges	
			CLASSIFICATION ITEM NO							
			RELEASE VALUE: Mileage: WT:							
			TOTALS B/L: PCS: CUBE: This CBL consists of 3 page(s) and has no stop off.							
			SEE CONTINUATION PAGE(S) FOR ITEM DETAILS							
						TOTAL CHARGES				
TARIFF/SPECIAL RATE AUTHORITY		PICKUP SERVICE FURNISHED		SHIPPER'S INITIALS		ROUTE ORDER/RELEASE NUMBER				
		VEHICLE FULLY LOADED								
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS								
		INITIALS & NO.		SEAL NUMBERS		LENGTH/CUBE		MARKED CAPACITY		DATE
FOR:		APPLIED BY:		ORDERED AV1		FURNISHED AV1		ORDERED		FURNISHED
CARRIER'S PICKUP DATE		SIGNATURE OF AGENT		PER		CARRIER WAY/FREIGHT BILL NO. AND DATE				
MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE		AT (Actual delivery point)		
ISSUING OFFICER AND OFFICE (issuing officer name, office and complete address)						BY (Name of the delivering carrier)				
						DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE <input type="checkbox"/> DAMAGED <input type="checkbox"/>				
						<input type="checkbox"/> CARRIER OS&D REPORT ATTACHED		NAME OF BILLING CARRIER		
						<input type="checkbox"/> DELIVERY AT DESTINATION FURNISHED		SIGNATURE OF AGENT		
CONTRACT/PURCHASE ORDER NO. AND FOB POINT						DATED				
<small>THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION. SUBJECT TO SECTION 7 OF THE CONDITIONS, IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES</small>										
<small>THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.</small>										
<small>ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON, RECEIVED IN APPARENT GOOD ORDER. EXCEPTIONS NOTED:</small>										
						 FXPLB00068				

Appendix I – Transportation Forms And Documentation

B/L NO: \_\_\_\_\_

SHIPPER PROVIDED SHORT FORM BILL OF LADING - NOT NEGOTIABLE - DOMESTIC

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON

ROUTE:	VEH NO:	RELEASE NO:	B/L NO:
SCAC:		TYPE:	TERMS:
SEAL NUMBERS:		MILEAGE:	*THIRD PARTY*
TARIFF/SPECIAL RATE AUTH:			EAST CHGS:
CARRIER WAY / FRT			DATE PREPARED:
OWNERSHIP SCAC:			
CONSIGNEE TO:	DODAAC:		MARKS AND ANNOTATIONS:

DESTINATION/ SPLC:

CONSIGNOR:

IPG:  
DDD:

SHIPPING POINT/ SPLC:

P C	TY PK	H M	DESCRIPTION OF ARTICLES	WEIGHT	RATE	EXT
			THIS IS PAGE 1 OF PAGE (S)			
			TOTAL PIECES TOTAL CUBE			
			TOTAL WT OF ARTICLES			
			TOTAL PALLET WT			
			GROSS WT			
			SEE PAGE 2 FOR SPECIAL INSTRUCTIONS			
			DECLARED VALUE OF GOODS:			
			BILL DIRECT TO: _____ FOR PAYMENT			

ISSUING OFFICE:

PER: ECFL "AGENT" \_\_\_\_\_ DATE \_\_\_\_\_ TIME \_\_\_\_\_  
RECEIVED IN APPARENT GOOD ORDER: EXCEPTIONS NOTED

Appendix I – Transportation Forms And Documentation

<b>COMMERCIAL BILL OF LADING</b>			DATE		B/L NO.	
CARRIER			SCAC		CARRIER ACCOUNT NO.	
DESTINATION (Name, address and ZIP code)				ORIGIN (Name, address and ZIP code)		
SPLC (Dest.)				SPLC (Orig.)		
CONSIGNEE (Name, address and ZIP code of installation)				SHIPPER (Name, address and ZIP code)		
GBLOC (Cons.)						
APPROPRIATION CHARGEABLE				BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)		
VIA (Route shipment when advantageous to the Government)				AGENCY LOC CODE		
MARKS AND ANNOTATIONS						
TOTAL PKGS.		HM	DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)	WEIGHT * (Pounds Only)	FOR USE OF BILLING CARRIER ONLY	
NO	KIND				Services	Rate
			CLASSIFICATION ITEM NO			
			RELEASE VALUE: Mileage: WT: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop off.  SEE CONTINUATION PAGE(S) FOR ITEM DETAILS			
TARIFF/SPECIAL RATE AUTHORITY			PICKUP SERVICE FURNISHED <input type="checkbox"/> VEHICLE FULLY LOADED <input type="checkbox"/>	SHIPPER'S INITIALS	ROUTE ORDER/RELEASE NUMBER	
STOP SHIPMENT AT		FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS				
FOR:		INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE	MARKED CAPACITY	DATE
CARRIER'S PICKUP DATE		SIGNATURE OF AGENT		PER	CARRIER WAY/FREIGHT BILL NO. AND DATE	
MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE
ISSUING OFFICER AND OFFICE (issuing officer name, office and complete address)			BY (Name of the delivering carrier)			
GBLOC			DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE <input type="checkbox"/> DAMAGED <input type="checkbox"/>			
CONTRACT/PURCHASE ORDER NO. AND FOB POINT			DATED		NAME OF BILLING CARRIER	
					SIGNATURE OF AGENT	
<small>THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION. SUBJECT TO SECTION 7 OF THE CONDITIONS, IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES</small>						
<small>THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.</small>						
<small>ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON, RECEIVED IN APPARENT GOOD ORDER. EXCEPTIONS NOTED:</small>						
				 FXPLB00068		

<b>DEPARTMENT OF DEFENSE STANDARD TENDER OF FREIGHT SERVICES</b> For use of this form see the Defense Travel Regulation; the proponent for this form is SDDC G-3	<b>OMB APPROVAL NUMBER</b> 0704-0634 <i>Expires 8/31/2025</i>								
The public reporting burden for this collection of information, OMB 0704-0634, is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.									
<b>SECTION A – CARRIER INFORMATION</b>									
1. ISSUING CARRIER: [ _____ ] SCAC: [ ____ ] STREET ADDRESS: [ _____ ] CITY: [ _____ ] STATE: [ ____ ] ZIP: [ ____ ]  2. TO ARRANGE MOVES, TELEPHONE: ( ____ ) ____ - ____ ( ____ ) ____ - ____  3. MODE: _____  4. TENDER NUMBER: _____ SUPPLEMENT: ____ 5. (RESERVED)  6. CANCELS: _____  7. IF THIS IS A SUPPLEMENT, USE "X" TO NOTE ITS EFFECT: _____ ADD; DELETE; INCREASE; DECREASE; CHANGE NATURE OF CHANGE: [ _____ ]  8. ISSUE: _____ 9. EFFECTIVE: _____ 10. EXPIRATION _____ DATE yymmdd DATE yymmdd DATE yymmdd  11. APPLICATION: _____ INTERSTATE _____ INTRASTATE ( POST OFFICE STATE CODE) ("x" as appropriate)  12. OPERATING AUTHORITY: _____  13. TYPE OF EQUIPMENT OFFERED: _____  14. COMMODITIES: Classification Used: _____ NMFC _____ STCC _____ DOD UNIQUE ("x" as appropriate)  <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">NUMBER</th> <th style="text-align: left; border-bottom: 1px solid black;">DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td style="border-bottom: 1px solid black;">_____</td> <td style="border-bottom: 1px solid black;">[ _____ ]</td> </tr> <tr> <td style="border-bottom: 1px solid black;">_____</td> <td style="border-bottom: 1px solid black;">[ _____ ]</td> </tr> <tr> <td style="border-bottom: 1px solid black;">_____</td> <td style="border-bottom: 1px solid black;">[ _____ ]</td> </tr> </tbody> </table> 15. RELEASED VALUE: [ ] Rates quoted are subject to a released value not to exceed \$ _____ per pound per article (vehicle) as described in the applicable Military Freight Traffic Rules Publication (MFTURP-1).  16. INDICATE WITH "X" IF THESE PARTS ARE INCLUDED IN THIS TENDER:  SECTION D ____; SECTION E ____; TABLE E ____; TABLE F ____; SECTION E-1 ____; SECTION F ____; SECTION G ____; SECTION H ____; SECTION I ____; SECTION J ____; SECTION K ____; APPENDIX A ____ (RAIL ONLY) APPENDIX B ____		NUMBER	DESCRIPTION	_____	[ _____ ]	_____	[ _____ ]	_____	[ _____ ]
NUMBER	DESCRIPTION								
_____	[ _____ ]								
_____	[ _____ ]								
_____	[ _____ ]								
<b>SDDC FORM 364-R, AUG 2022</b>	SDDC Form 364-R, June 2019, is obsolete								
Page 1 of 24									

**SDDC FORM 364-R**