

UNCLASSIFIED

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND
SURFACE WARRIORS

SDDC

**SDDC MOVES,
DEPLOYS
AND SUSTAINS**
FORCES AND MATERIEL
ACROSS THE NATION
AND AROUND THE
GLOBE.

Domestic Carrier Workshop Part 1 of 2

HQ SDDC G3

7 October 2019



WE ARE THE U.S. ARMY SERVICE COMPONENT COMMAND OF THE U.S. TRANSPORTATION COMMAND
AND A MAJOR SUBORDINATE COMMAND OF THE U.S. ARMY MATERIEL COMMAND



TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

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Disclaimer

Transportation University encourages a free flow of ideas. In the spirit of this academic setting, the views of the instructors and participants are assumed to be their own and not those of NDTA, USTRANSCOM, or anybody's parent organization/company.





CG Welcome Video



Agenda

- Freight Carrier Registration Program (FCRP)
- Shipment Planning
- Large Volume Moves
- Rail
- Defense Transportation Tracking System (DTTS)
- Cost Questions
- Carrier Performance Module (CPM)



FCRP Overview

Ensure Department of Defense (DoD) freight is shipped by DoD Transportation Service Providers (TSPs) that meet the qualifications and requirements necessary for the movement of DoD freight.

Why is this important?

- TSPs registered in FCRP are screened and continuously monitored to ensure all applicable requirements, regulations, and rules followed

Carrier Responsibilities

- Standard Carrier Alpha Code (SCAC) - (Active on SCAC Online)
- Department of Transportation (DOT) Authority - Active on Federal Motor Carrier Safety Administration (FMCSA)
- Small Business Entity - *(if applicable)*
 - Check applicable category
- Upon registration and annually, submit:
 - Certificate of Insurance - (COI)
 - Performance Bond
 - Hazardous Material (HAZMAT) Certificate - *(if applicable)*
 - Non Vessel Owning Common Carrier (NVOCC)/Vessel Owning Common Carrier (VOCC) License (Ocean)
 - Jones Act Compliance (Barge)

TSP Tips for Success

- System generated email 30 days prior to insurance and bond expiring
- Company SCAC on all emails
- Agent submits Certificate of Insurance
- Surety company submits Performance Bonds
- Carrier submits HAZMAT certificates
- Disapproved if insurance and bond not received

TAKE-AWAY

- Keep Company POCs up-to-date with multiple contacts

Contact Information			
*CEO Name:	VICKI TEST	*Email:	vicki.logan@us.army.mil
*CFO Name:	Alex Test	*Email:	alex.trieu@us.army.mil
*GM Name:		*Email:	
*CPM POC Name:		*Email:	
Claims Office POC			
*Claims POC 1 Name:		*Email:	
Claims POC 2 Name:		Email:	
Claims POC 3 Name:		Email:	

TAKE-AWAY

- Submit Cargo Insurance and Bond updates via agent prior to expiration date to avoid being disapproved

*HAZMAT Certified:	Yes	*Certification Effective:	July 2019	1
*Certification Number:	111111111	*Certification Expiration:	June 2020	30
*Bond:	Yes	*Bond Effective:	March 2018	28
*Bond #:	222222222	*Bond Expiration:	September 2020	23
*Bond Company Name:	Fidel and Dep C of A	*Cargo Ins. Effective:	July 2018	1
*Bond Amount:	100,000.00	*Cargo Ins. Expiration:	July 2019	1
*Cargo Insurance:	Yes			
*Cargo Ins. #:	333333333			
*Cargo Ins. Name:	Berkley National			
*Cargo Ins. Amount:	1,000,000.00			
*SDGS Action:	Approved			
*Remarks for Transmission to Applicant:		SDDC Comments:		
	Remarks History		SDDC Comments History	

NOTE: Fields marked with an * are mandatory!

Resources

- Regulations/References

- SDDC Public Website: <https://www.sddc.army.mil/domTrans/Pages/default.aspx>
- FCRP Registration Form: <https://stallion.eta.sddc.army.mil/ccp/registration>
- DOT Operating Authority: <https://safer.fmcsa.dot.gov>
- SCAC Online: <http://www.nmfta.org>
- U.S. Bank Syncada: <https://portal.syncada.com/USBank/Login.aspx>
- Electronic Transportation Acquisition (ETA): usarmy.scott.sddc.mbx.omb-for-gfmtraining@mail.mil
- Welcome Packet: <https://www.sddc.army.mil/fcrp/Shared%20Documents/SDDC%20Freight%20Carrier%20Registration%20Program%20Welcome%20Package.pdf>

- Contact Info

- Org email: usarmy.scott.sddc.mbx.carrier-registrations@mail.mil



Shipment Planning Overview

Shipment Planning is the ability to plan and project effective and efficient transportation to meet requirements.

Why is this important?

- Accurate planning ensures shipments are delivered on time, with the right equipment, at the right place to meet warfighter requirements

Shipment Planning

- Review shipping requirements/instructions/documents
- Review Transportation Facilities Guide (TFG) for both shipper and consignee
 - If required, secure delivery appointment in CAS
- Meet DoD standard transit time
- Match shipment data with routing (route, equipment, commodity code)
- Commercial Bill of Lading (CBL) required
- If needed, Transportation Officers (TO) can complete CBL correction notice
- TO should provide all special instructions/documents needed
- Use of alternate equipment/mode
- Procedures during GFM/Cargo Movement Operations System (CMOS)/Distribution Standard System (DSS) outages
- Carrier must contact SDDC for all delays, incidents, or accidents

Good to Know

- TO should define DoD requirement and place notes in remarks section (Automation Transportation Request (ATR), spot-bid)
- TO **CANNOT** indicate no brokers/no freight forwarders in remarks without Signature and Tally Record Service (675)
- Spot-bids/SDDC negotiations are all inclusive (all costs, e.g., permits, escorts included in carrier's bid)
- For overdimensional/overweight (OD/OW) shipments, carrier must present origin state permit prior to departure
- Carrier must retain valid receipts to support OD/OW charges
- TO may request copies of all permits for their record if needed
- All accessorial services requested must be listed on CBL
- Alternate equipment (DoD pays the lower cost of the two)



Tactical Military Vehicles

- Mine-Resistant Ambush Protected (MRAP) vehicles. At minimum, require 675 if TO has inert statement. If no inert statement, Dual Driver Protective Service (DDP) & Satellite Motor Surveillance service (SNS) are required. No brokers, freight forwarders, logistic companies may accept nor move.
- M1 series Abrams tanks. At minimum, require Constant Surveillance and Custody Service (CIS) for motor if the TO has inert statement (cert attached to CBL); Extra Driver (EXD) if over 150 miles. If no inert statement, Protective Security Service (PSS), SNS, and Exclusive Use of Trailer or Dromedary (EXC) are required. No brokers, freight forwarders, logistic companies may accept nor move.

Tactical Military Vehicles (Cont.)

- Avengers/Bradleys. At minimum, require CIS for motor if TO has inert statement; EXD if over 150 miles. If no inert statement, PSS, Security Escort Vehicle Service (SEV), SNS, and EXC are required. No brokers, freight forwarders, logistic companies may accept nor move.
- Strykers. At minimum, require 675 if TO has inert statement (cert attached to CBL). If no inert statement, DDP & SNS are required. No brokers, freight forwarders, logistic companies may accept nor move. Military Vehicle with (cert attached to CBL) battle damage require Protective Tarping Service (PTS).



Resources

- Regulations/Policy:
 - Defense Transportation Regulation (DTR), Part II, Chaps 201, 202, 203, 204, & 205 <https://www.ustranscom.mil/dtr/index.cfm>
 - MFTURP-1 <https://www.sddc.army.mil/pages/default.aspx>
- Contact Info:
 - Org email usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@mail.mil
 - Group line (618) 220-5914



Large Volume Moves Overview

The Special Requirements Branch (SRB) conducts negotiations for large volume movements, unique requirements, standing route orders, and movement requests not supported under voluntary tenders and/or spot bid. We are the centralized exception management for DoD domestic surface movements.

Why is this important?

- To know how to opt-in for additional business outside of voluntary tenders
- To identify tips for submitting complete and accurate bids
- To understand how to submit accurate tenders in the right sequence to avoid extra work and potential billing issues
- Become aware of the new barge percent maintenance reporting requirement

How to Participate in Negotiations

Freight Carrier Registration Program

Navigation Menu:
 New Submissions List
 Pending List
 Approved List
 Non Approved List
 Disapproved List
 ThirdPartyPaymentSystem List
 Reports
 My Reports
 Email Carrier
 GFM Menu

Search: Express Search, SCAC [dropdown], [input], Search

Registration Form:
 Military Surface Deployment & Distribution Command (SDDC)
 "Trusted Professionals...Delivering Readiness"
 Negotiated Solicitation
 Transportation Service Provider (TSP) Worksheet 2018

Company/Contact Information:
 COMPANY NAME: [input] SCAC: [input]
 POINT OF CONTACT FOR ALL SOLICITATIONS: [input]
 JOB TITLE: [input] MODE: [input]
 FULL ADDRESS: [input]
 PHONE NUMBER: [input] EXT: [input]
 TSP EMAIL: [input]
 DOT AUTHORITY: [input]

EMAIL GROUPS (See MFTURP-1 for equipment descriptions): Select the box for the groupings you can support.
 NOTE: ONLY SELECT A CATEGORY CONSISTENT WITH THE MODE YOU ARE REGISTERED FOR IN FCRP

- GENERAL EQUIPMENT (AF1-AF3, AH2, AH3, AI2, AI3, AX, AZ1-AZ3, A5-A7)
- VANS (A10, A8, A9, A11, AA1-AA3, AG1-AG3, AK, AO1-AO5, AOT, AR, AV1-AV8, AY1, AY2)
- SPECIALIZED (AB2-AB9, AB0, AC2-AC4, AE2-AE9, AE0, AG4-AG6, AJ2-AJ9, AJ0, AL2-AL4, AM2-AM9, AM0, AN, A16, AT1, AT2, AF4-AF6, A20, A30, A40, AO6, AO8, AD, AD6, AP, AS, AU)
- BARGE
- RAIL

Motor Transportation Protective Services (TPS) (See MFTURP-1 for descriptions): MUST be approved in FCRP.
 PSS DDP SNS A&E CIS

Signature and Tally Record accessorial (675) (MFTURP-1 prohibits brokers, freight forwarders and logistics companies from handling or accepting any shipments moving with 675 service): MUST be registered in FCRP as an asset based carrier
 675

TSP SIGNATURE: [input] DATE: [input]

If any of the provided information changes or you no longer wish to participate in negotiated business, please contact us via the provided email address so the necessary adjustments can be made
 Email to Special Requirements Branch at: army.sddc.ops.negotiation@mail.mil

ATTACHMENT 1

- Must be an approved carrier in the FCRP
- DoD approved carriers must opt-in to participate in 500,000 series negotiated tender solicitations by submitting a TSP Service Provider Survey
- Information needed:
 - Company name and SCAC
 - POC name, phone number, email address
 - Only (1) email per SCAC
 - Check email grouping to be included on (Only what grouping you are qualified to receive)
 - Must “Cc” a member from the FCRP approval list for confirmation
- Tips for Success:
 - Create an organization email (only 1 email per SCAC)
 - Notify SRB of any changes

Tips for Success

DEPARTMENT OF THE ARMY
MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND (SDDC)
1 SOLDIER WAY
SCOTT AFB, IL 62225

SDDC Operations
Special Requirements Branch
1 Soldier Way
Scott AFB, IL 62225

SOLICITATION

DATE: _____

SOLICITATION NUMBER: _____ FROM: _____ TO: _____
CLOSING TIME/DATE: _____ CENTRAL _____ SPLC: _____ SPLC: _____
MILES: _____

Dear Sir/Madam:

On behalf of the Transportation Officer at _____, the SDDC Operations Directorate (G3) is requesting DOD Transportation Service Providers (TSPs) to submit binding rates for the below movement.

Pertinent movement information:

Available To Load Date: _____ Required Delivery Date: _____

QTY	COMMODITY	COMMODITY CODE:	DIMENSIONS (LxWxH) - inches	UNIT WEIGHT (pounds)

- Review and understand the MFTURP-1
- Please read the requirements set forth in the solicitation letter
- Provide primary and alternate POCs for Rail (additional POCs only if the primary and alternate will be out of the office)
- Consider listing an organizational e-mail for solicitations: SRB only utilizes one e-mail per SCAC
- Submit bids to SRB organizational e-mail address (army.sddc.ops.negotiation@mail.mil) vice individual e-mail addresses
- Ensure the tender number provided on the bid sheet is not a duplicate with an existing tender
- The Vehicle Furnished Not Used (VFN) on the bid sheet should not exceed the Unit Cost (Motor/Linehaul)

Tender Entry on the Web

OMB No. 0704-0261 OMB approval expires April 30, 2019

Add Tender
Incomplete List
Complete List
Copy Tenders
Copy Sections
GFM Menu

Tender Search

Tender Number

Search

Version 17.0
This application can be viewed best with 1024 x 768 screen resolution.

The public reporting burden for this collection of information is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Alexandria, VA 22304-3100 (0702-0121). 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.

PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE ADDRESS.

Responses should be forwarded to Cdr, Military Surface Deployment and Distribution Command, Attn: AMSSD-OP, 1 Soldier Way, Scott AFB, IL 62225-5006.

Tips for Success (Cont.)

DEPARTMENT OF THE ARMY
MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND (SDDC)
1 SOLDIER WAY
SCOTT AFB, IL 62225

SDDC Operations
Special Requirements Branch
1 Soldier Way
Scott AFB, IL 62225

SOLICITATION

DATE: _____

SOLICITATION NUMBER: _____ FROM: _____ TO: _____
CLOSING TIME/DATE: _____ CENTRAL _____ SPLC: _____ MILES: _____

Dear Sir/Madam:

On behalf of the Transportation Officer at _____, the SDDC Operations Directorate (G3) is requesting DOD Transportation Service Providers (TSPs) to submit binding rates for the below movement.

Pertinent movement information:

Available To Load Date: _____ Required Delivery Date: _____

QTY	COMMODITY	COMMODITY CODE:	DIMENSIONS (LxWxH) - inches	UNIT WEIGHT (pounds)

- Ensure all rates are filled in on the bid sheet (even if there is no additional charge or \$0 for an as needed rate)
- Please do not submit 500,000 series tender into TEOW until freight has been awarded
- Once awarded, submit tender within two (2) working days
- Ensure that the tender submitted in TEOW matches the bid sheet provided during the negotiation

Tender Entry on the Web

OMB No. 0704-0261 OMB approval expires April 30, 2019

Add Tender
Incomplete List
Complete List
Copy Tenders
Copy Sections
GFM Menu

Tender Search

Tender Number

Search

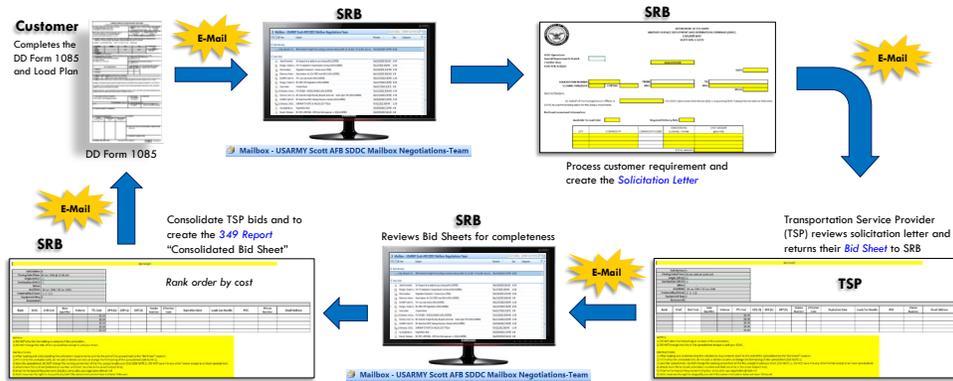
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Good to Know



- Understand SDDC does not own the requirement, SRB is the middle man negotiating the route order for customers (shippers)
- Completing negotiated route orders is a manual process and completed mostly outside the normal shipper systems (ATR and Spot Bid)
- TSPs are subject to carrier performance action if unable to meet, in whole or in part, requirements of solicitation (when shipper makes contact within 24 hours of receiving our 349 Report “Consolidated Bid Sheet”)
- A provision of the National Defense Authorization Act for Fiscal Year 1997 prohibits anyone except the TO/Shipper from releasing the SCAC and bid price of the TSP awarded the freight

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

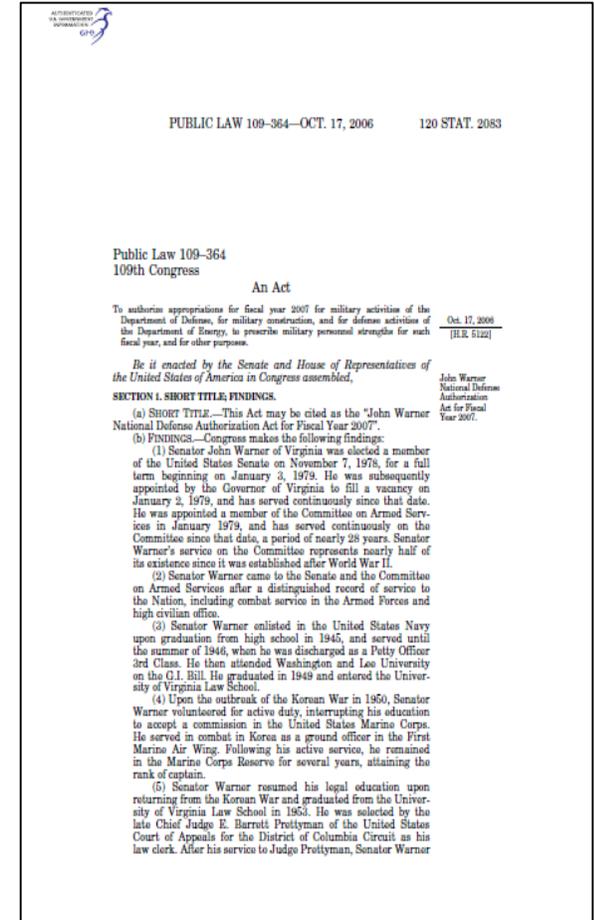
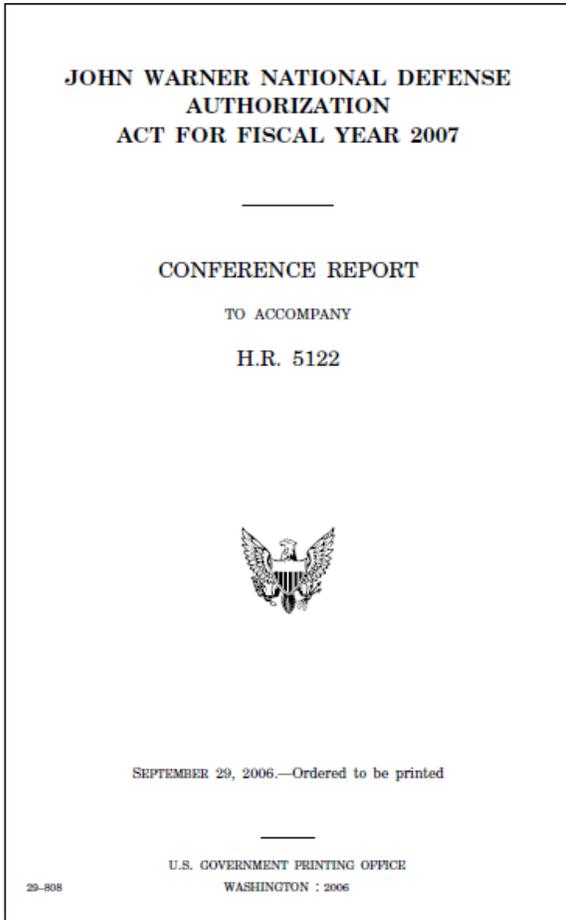
<p>TRANSPORTATION SERVICE PROVIDER GENERAL RULES</p> <p>SECTION A</p>
<p>FN – Shipment Refusal – Negotiation</p> <p>When a TSP bids on a SDDC-negotiated shipment, and then declines the shipment when the shipper calls to award the load. A TSP that submits a negotiation is assumed to be ready, willing, 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.</p>



Barge Domestic Shipyard Preference

Pursuant to the National Defense Authorization Act (NDAA) of 2007 and subsequent Public Law 109-364, the percent of vessel maintenance performed within U.S. domestic shipyards must be a consideration for awarding cargo.

- The percentage of US Domestic Shipyard repairs/maintenance will be required by the TSP in each bid sheet for each negotiation.
- The US Domestic Shipyard repairs/maintenance percentage will be based on repairs/maintenance for the current year plus the last four (4) years, and this will include all vessels/barges owned by the company.
- TSP must also be able to provide supporting documentation upon request by the shipping activity, SDDC, or the General Services Agency (GSA) -- (see example "Percent of Maintenance Worksheet" on SDDC public website).



Resources

- Regulations/References
 - DTR 4500.9-R, Part II, Cargo Movements
<https://www.ustranscom.mil/dtr/index.cfm>
 - Chap 201, General Cargo Movement Provisions (Para. M.13.e.1, Para. O.4)
 - Chap 202, Cargo Routing and Movement (Para. B, Para. C, Para. D)
 - MFTURP-1 <https://www.sddc.army.mil/pages/default.aspx>
 - Section A, Para. C.1.
- Contact Info
 - Org email: usarmy.scott.sddc.ops.negotiation@mail.mil
 - Group line: (618) 220-4513



Rail Fleet Management Overview

The Rail Fleet Management manages the Defense Freight Railway Interchange Fleet (DFRIF), the DoD's interchange freight car fleet, the use of which affects military installations and organizations worldwide, through its involvement in the equipping, training, deployment, and redeployment of units in Continental United States (CONUS) and Alaska.

Why is this important?

- Ensure freight cars meet military, federal, and railroad industry requirements
- Perform railcar future mission forecasting
- Audit invoices from railroads for repairs
- Receive empty car requests, determine the routing, and dispatch serviceable empty rail cars to authorized shippers for loading

Rail Inspection Service (RIS)

What is RIS?

- Rail Inspection Service (RIS) is a TPS, and the second highest level of security for rail movements.
- Required for the movement of M1 armor/tanks (Abrams), Strykers, MRAPs, Bradleys, Avengers, or other ground vehicles with sensitive armor, Arms, Ammunition, and Explosives (AA&E) and Night Vision Goggles. RIS may also be required for uncategorized AA&E. Optional for unit/wheeled vehicles and other sensitive and pilferable items such as high value communications and electronics.

Tips for Success

- Any accident, incident, or potential threat must be reported immediately to appropriate emergency personnel and SDDC DTTS at the contact number 800-826-0794

Who is authorized to inspect the cargo?

- Inspectors are either railroad police officers or other railroad employees who have been specifically trained to inspect rail cars. Inspectors must be fully aware of the sensitivity of material moving under RIS, and knowledgeable about all necessary safety, security and emergency procedures.

Good to Know

RIS Reports Must Include:

- (1) Name of TSP reporting.
- (2) Name of inspector and his/her signature or electronic log documenting train events and inspections.
- (3) Time of each inspection or acceptance for continuous observation.
- (4) Actual arrival time at terminal.
- (5) Actual departure time from terminal.
- (6) Condition of conveyance(s) and seals/locking devices.

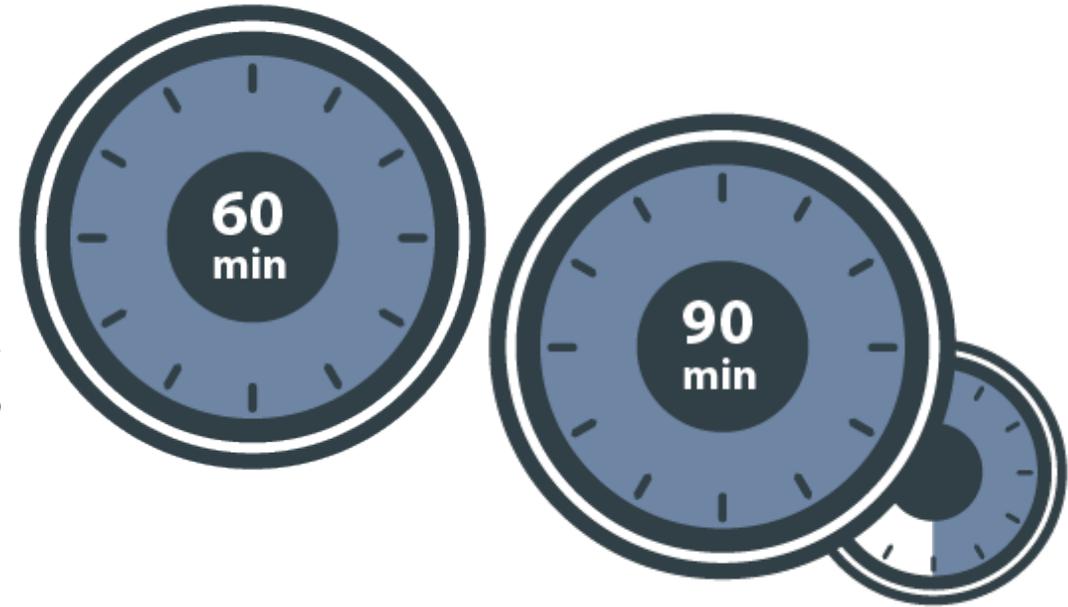


Rail Inspection Service (RIS)

When are inspections required to occur?

- (1) At initial, intermediate, and final terminals upon arrival and until departure except while cars are on an inside track at terminal under continuous observation.
- (2) At junctions and interchange points where cars are left at rest.
- (3) While the shipment is in transit, when the cars are expected to be stopped for 90 minutes or more (the first inspection shall take place at the 90-minute mark).
- (4) At destination until such time as the consignee takes physical possession or otherwise agrees to accept responsibility for security.

Inspection of each car within one hour at required inspections locations and re-inspections every hour until the inspection requirement terminates under these provisions.



Good to Know

SDDC may request to review or receive copies of all required written documentation at any time. TSPs will maintain all required documentation for a period of three years.

Intermodal Service (IMS) Requirements

- Where intermodal service is required, the issuing TSP maintains responsibility and liability for entire movement until delivered at final destination.
- Awarded TSP must ensure the correct amount of transportation protective services are provided for each mode of the intermodal shipment.

Good to Know

- If a vehicle is furnished and the shipper subsequently cancels, the TSP is entitled to Vehicles Furnished But Not Used charges
- If shipper actions directly result in delay of TSP equipment, the TSP is entitled to Detention charges.



Tips for Success

Only SDDC Approved AA&E motor TSPs can be used for IMS 5 & 6

Resources

- Regulations/References
 - DTR 4500.9-R, Part II, Cargo Movements
<https://www.ustranscom.mil/dtr/index.cfm>
 - Chap 202, Cargo Routing and Movement (Para. Q.)
 - MFTURP-1 <https://www.sddc.army.mil/Pages/default.aspx>
 - Section C
- Contact Info
 - Org email: usarmy.scott.sddc.mbx.dodx@mail.mil
 - Group line: (618) 220-1730

DTTS Overview

DTTS monitors the safe and secure transport of DoD AA&E and Other Sensitive Material (OSM) by commercial trucks and barges in North America using satellite/cellular technology and 24-hour oversight.

Why is this important?

- Facilitate rapid emergency response to in-transit accident/incidents to minimize impact
- Monitor in-transit movement for security issues via programmed exception reporting

Non-functioning Tracking Equipment

- Issue
 - Arriving at pick-up locations with broken or inoperable tracking equipment
- Background
 - Using deregistered equipment before it has been repaired and retested prior to picking up another load
 - Using unregistered equipment before it has been tested prior to loading
- Good to Know
 - Misconception drivers can be put on two hour check calls from origin
 - DTTS, Shippers, and TSPs do not have the authority to waive DTR or MFTURP-1 requirements
 - Per the MFTURP-1 DTTS is only authorized to place TSPs on two hour check calls when they experience an en route equipment failure. Two hour check calls may not be substituted for nonfunctioning SNS/DCS equipment at origin
 - TSPs must maintain 24 hour uninterrupted SNS/DCS service
- References
 - DTR 205 C.2.b.3
 - MFTURP-1, Section B

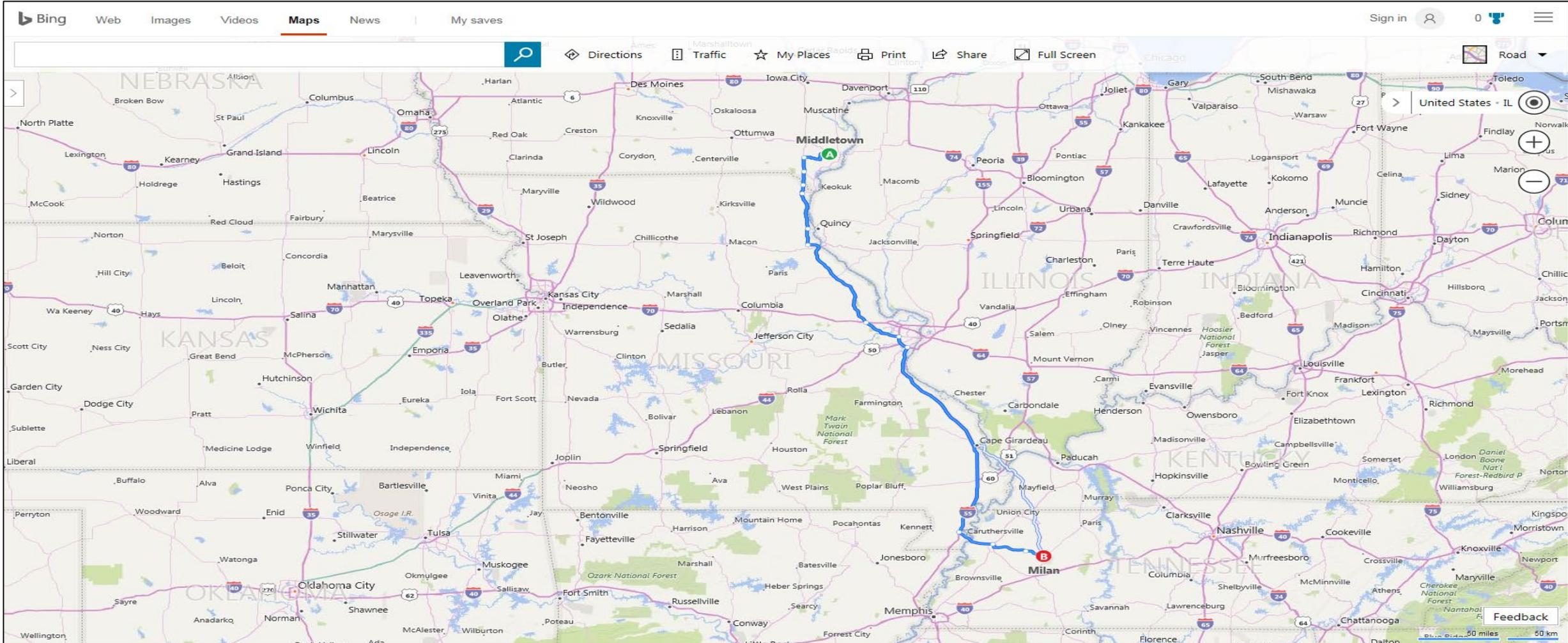


Uninterrupted SNS Service

- Issue
 - 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
- Good to Know
 - DTTS took a sample from June 2019 to August 2019 and identified over 4,100 missed signals
 - Frequency of “lost” signal has reached USTRANSCOM leadership and they are asking for solutions
 - DTTS needs collaboration with TSPs to discover causes
- References
 - MFTURP-1, Section B



Shipment Moves Without Enabling SNS



TRUSTED PROFESSIONALS... DELIVERING READINESS AND LETHALITY!

Disabling SNS At Commercial Facility (Raytheon, EBV etc..)



Time In Public Domain

- Issue
 - TSPs must adhere to the Required Delivery Date (RDD) or to the standard transit time, whichever is shorter
- Good to Know
 - Meet the RDD or the standard transit time, whichever is shorter
 - Failure to adhere to the transit time or RDD increases public exposure to potentially dangerous materials
- References
 - MFTURP-1 Item 5, Figures 5.1 and 5.2

Reporting Secure Hold Denials

- Issue
 - DTTS requests TSPs attempt entry into secure hold and to notify DTTS if entry is denied
- Good to Know
 - SDDC attempts to resolve and reports secure hold denials of TSPs transporting AA&E shipments. Denial at DoD installations is in direct violation of DODI 5100.76, Safeguarding Sensitive Conventional Arms, Ammunition, and Explosives (AA&E), which requires DoD installations to accept AA&E shipments for safe haven or secure hold
 - SDDC requests all TPS Motor Carriers transporting AA&E immediately call DTTS anytime a truck is denied secure hold at a DoD installation and provide DTTS with the name and telephone number of the individual denying access
 - DTTS personnel will attempt to obtain access to the installation for TSP. If denied DTTS will report the incident to DoD leadership
 - Drivers must make an attempt to enter secure hold
- References
 - Carrier Advisory CA-17-11/06-0189 Dated 6 November 2017



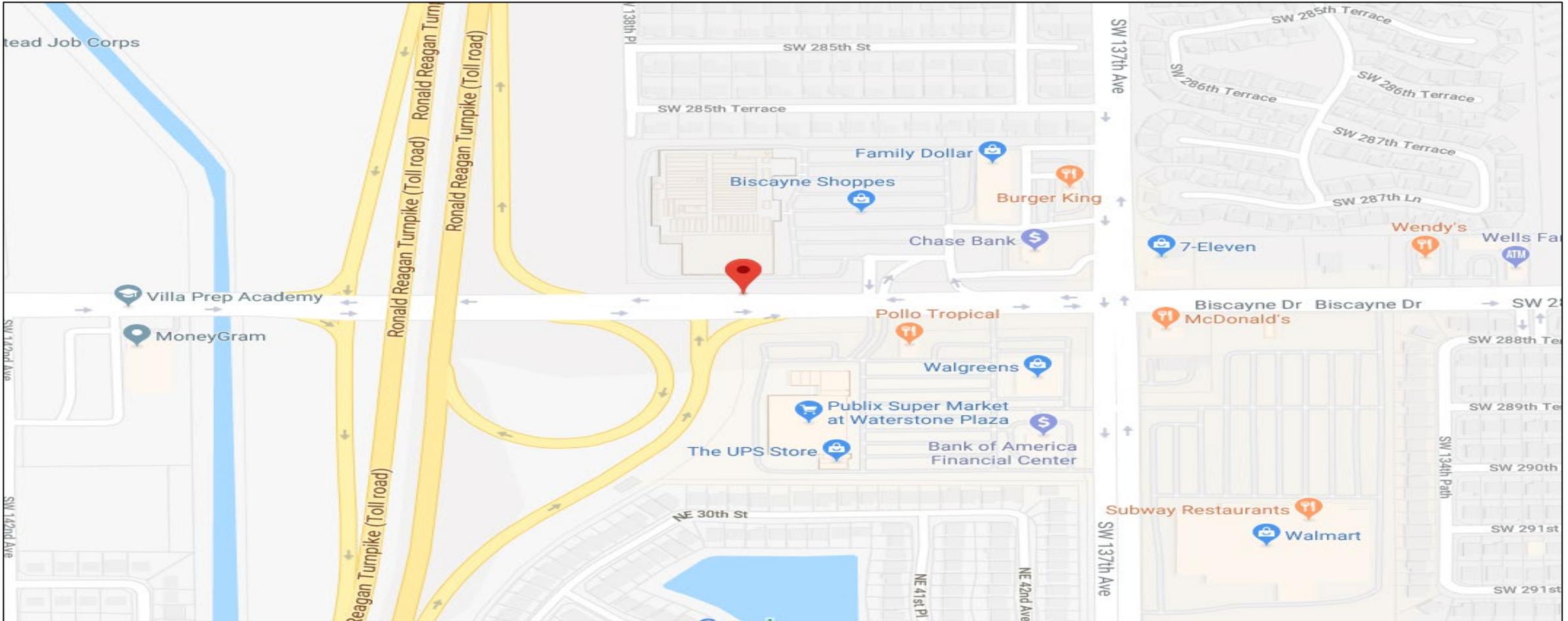
Driver Messaging Errors

- Issue
 - DTTS receiving erroneous driver's messages
- Good to Know
 - Incorrect messages create significant workload for DTTS, may slow response time and tie up resources used to provide monitoring and facilitate emergency response
 - Listing incorrect bill of lading in load messages
 - W44XMD0099520 vs W53XMD0099520
 - 32472 vs W58H0J0032472
 - W53XMD099520 vs W53XMD0099520
 - 29405207 (PRO number) vs FSFL800452
 - Failing to list a facility name and location in load messages
 - Tucson AZ vs Davis-Monthan AFB AZ
 - Tucson AZ vs Raytheon, Tucson AZ

Driver Messaging Errors (Cont.)

- Improperly timed messages
 - Sending load/depart messages then sitting at origin may cause a Not in System report to shipper
 - Sending load/depart messages after departing origin places AA&E in public domain when DTTS does not have shipment information
 - Lack of clarity in messages, such as “Stopped for accident”, causes unnecessary telephone calls and may falsely indicate an emergency situation
 - Enabling SNS/sending messages for non-DTTS loads causes DTTS to expend resources tracking shipments that do not require SNS. This frequently occurs from commercial shippers
- Reference
 - MFTURP-1 Section B

Not Sending Message At Correct Time



After Hours Carrier Dispatch

- Issue
 - TSPs must provide dispatch capabilities as required in MFTURP-1
- Tips for Success
 - TSPs must have dispatcher capabilities in place to answer and respond to telephone calls from the DTTS at all times. The TSP must be able to accept calls or allow messages when telephone calls are placed by DTTS, and must respond to DTTS within 5 MINUTES of any telephone messages left by DTTS. This 5-minute time period is measured from the time DTTS leaves the message
 - The DTTS Program Management Office PMO has strict, time sensitive notifications requirements which must be met during emergencies. Prompt response from TSPs ensures critical information is available to determine if an emergency situation has occurred and ensures this information can be passed to first responders as quickly as possible in the event of an accident or incident
- Reference
 - MFTURP-1 Item 78



Truck & Trailer Registration/Updates

- Issue
 - DTTS has implemented specific hours for tractor and trailer registration and retesting
- Tips for Success
 - DTTS tractor/trailer registration/re-testing will occur between the hours of 8:00 AM to 6:00 PM CST, Monday through Friday (except holidays). Testing will be scheduled upon receipt of completed registration forms
 - DTTS will require TSPs to submit the applicable DTTS Tractor or Trailer Registration Form at least 24-hours in advance of testing. This requirement is for new registrations, re-testing of deregistered equipment and deletions
 - Testing outside of established hours and testing without advanced notification may occur on a case-by-case basis as determined by DTTS personnel
 - Effective 3 Sept 2018
- References
 - Carrier Advisory CA 18 07/26 0258 Dated 25 July 2018



Resources

- Carrier Smart Card will be available at the SDDC booth
- Contact Info
 - TGIS Helpdesk: usarmy.scott.sddc.mbx.G6-SRC-TGIS-HD@mail.mil
 - TGIS Helpdesk number: 800-462-2176
 - TGIS Accounts: (618) 220-5416
 - DTTS Org email: usarmy.scott.sddc.mbx.dtts@mail.mil
 - DTTS Website: <https://www.sddc.army.mil/dtts/default.aspx>
 - DTTS Toll Free number: 800-826-0794
 - DTTS Commercial number: (618) 220-5060

Cost Questions Overview

The Cost Questions Program enables Transportation Officers (TO) and Carriers (TSP) to submit inquiries and cost disputes for adjudication; authenticating cost discrepancies and claims for services performed; conducting pre-audits to assist with resolution.

Why is this important?

- Ensures appropriate services are utilized and mirror authorized payments

Good to Know

- TO and TSP can submit cost questions
- Cost disputes between TO and TSP can be forwarded to SDDC for resolution on motor, rail, barge and pipeline
- TSP has 45 days from delivery to submit disputes
- Request should include as much information as possible on shipment (e.g., CBL #, ATR Offer #, Shipment ID #, Spot-Bid ID #, requested charges, synopsis of situation)
- When DoD and TSP records conflict, DoD records take precedence
- SDDC will notify shipping TO, TSP and any other parties deemed necessary (e.g., Service Reps, consignee) of decision, way forward

Good to Know (Cont.)

- TSP may appeal SDDC decision to General Services Administration (GSA)
- Additional funds could be awarded to TSP or funds may be returned to DoD
- Audits initiated by GSA result in excess funds turned over to GSA, not to DoD
- Submit cost disputes to: usarmy.scott.sddc.mbx.cost-questions@mail.mil

Tips for Success

- Free time will begin once truck is placed in position for loading and/or unloading
- Time waiting for documents counts against free time
- Detention: Vehicle with Power Units (DEP) is for each 60 minutes of delay; Vehicle without Power Units (DET) is for each 24 hours of delay
- TSP cannot charge when delays are caused by acts or omissions beyond DoD's control
- When there are weight differences, carrier must submit re-weight ticket within three government days of delivery
- Tender rates/charges that apply between same origin/destination will alternate to produce the lowest charge to DoD
- DoD receives ten each chain/binder sets or eight each nylon strap sets with rate
- Extra Driver (EXD) shall not be requested in conjunction w/Expedited Service (EXP) to meet an RDD
- Use EXD w/Constant Surveillance and Custody Service (CIS) shipments exceeding 150 miles



Key Issues

- Missing Proof of Delivery (POD)
- Documentation
- Missing RDD
- Transportation Facilities Guide (TFG) usage
- Furnishing incorrect equipment
- Shipment cancelation
- OD/OW load permits
- Trading Partner Agreement in Syncada

Resources

- Regulations/Policy:
 - DTR, Part II, Chaps 201, 202, 203, & 212
<https://www.ustranscom.mil/dtr/index.cfm>
 - MFTURP-1 <https://www.sddc.army.mil/pages/default.aspx>
- Contact Info:
 - Org email usarmy.scott.sddc.mbx.cost-questions@mail.mil
 - Group line (618) 220-5914



Carrier Performance Program Overview

Manage the overall effectiveness of Carrier Performance to include monitoring performance and ability for TSPs' to provide service to DoD, adjudicate disputes between TSPs and shipping activities, and ensure Carrier Performance Module (CPM) is used to document service failures and performance actions.

Why is this important?

- Primary goal is to ensure DoD shippers receive top quality services

CPM

- GFM application that centrally tracks nationwide carrier performance based on shipper, receiving activity and SDDC input
- Used for all tender/spot bid related performance actions (DTR Chapter 207)
 - Capable of supporting contract performance
- Electronically generates and sends letters
- Blocks freight awards of Transportation Service Providers (TSP) in non-use
- CPM data used to perform quarterly evaluations

Carrier Performance Evaluation Program (Example)

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

Results of 4th Quarter Review (Oct – Dec 2018)
Number of motor TSPs evaluated: 650

Motor shipments/failures: 128,116/1,773 (1.38%)

Percentage	TSP Results	Letters/Nonuse (NU)
100%	162	None
90 – 99%	148	None
80 – 89%	17	13 LOC/0 LOW/0 NU
70 – 79%	10	5 LOC/1 LOW/4 NU
Below 70%	8	2 LOC/2 LOW/2 NU
Total Actions: 29 (22 3PL/7 Asset based)		

Note: 6 TSPs scoring below 90% received no action

Total 4 th Quarter Service Failures: 1,773		
F4	Failure to pickup as scheduled	427 (24%)
F1/FK	Shipment Refusals	401 (23%)
DTTS	Combined failures related to TPS	774 (44%)
F3	Unable to meet service requirements	113 (6%)
Other	Other service failures	58 (3%)

Number of TSPs with no shipments or failures: 305

CPM User Manual



Global Freight Management



Help Desk: (800) 462-2176 (Option 3 for GFM, Option 6 for ETA) | CML (618) 220-7332 | DSN 770-7332

SDDC Web Site | Email GFM Help Desk | Email GFM Training | Email ETA Admin

- Applications**
- ATR
- Tender Entry
- Shipment Notification
- TRANSFORM
- Bill of Lading View
- FCRP Update
- In-Transit Visibility
- Discrepancy Identification System
- Transportation Facilities Guide
- Approved Carrier List
- CAVS
- CAVS Downloads
- Carrier Reports
- CPM

Message of the Day

Keyword: Select Topic

From: To: [Search](#) [Reset](#) [View All](#)

- GFM Getting Started User Manual
- Automation Transportation Request (ATR) User Manual
- Carrier Performance Module (CPM) User Manual**
- Carrier Reports User Manual
- Customer Added Value Suite (CAVS) User Manual
- DoD Freight Transportation Services (DFTS) User Manual
- Discrepancy Identification System (DIS) User Manual
- Freight Acquisition Shipping Tool (FAST) User Manual
- Freight Carrier Registration Program (FCRP) User Manual
- Fuel Rate Adjustment User Manual
- International Heavyweight Air Tender (IHAT) Rate Entry User Manual

Voluntary Tender Adjustment % (LTL only)	
5	
4	
Annual Increment (US\$): 0.130	
DODAAC	SCAC
S2605A	
	HAMF
NEW055	
DCMC01	

Topics for carriers begin on page 103



- Training**
- Training Overview & Guides
- Online User Manuals/Help Files**
- Register for Webinars
- Self-Paced Training Modules

Access CPM From The GFM Menu



Global Freight Management



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- CAVS Downloads
- Carrier Reports
- CPM**
- Training**



Message of the Day

Keyword: Select Topic

From: To: [Search](#) [Reset](#) [View All](#)

Fuel Rate Adjustment

Start Date	End Date	National Average Diesel Fuel Price (US\$)	Voluntary Tender Adjustment % (LTL only)
Feb 15, 2019	Feb 18, 2019	3.100	5
Feb 01, 2019	Feb 14, 2019	3.013	4
Baseline Diesel Fuel Price (US\$): 2.500		Percentage of Line Haul Increment (US\$): 0.130	
Current Miles-Per-Gallon Factor: 6			

Select for the latest Fuel Surcharge policy and related information

CPM Carrier Home Screen

Carrier Performance Module

[GFM Main Menu](#)

[Home](#)
[SCAC History](#)
[ID Query](#)

CPM Home

Welcome to the Carrier Performance Module. Listed below are the 10 most recent incidents/actions taken against your SCAC.

Displaying all items.

Incident ID	Incident Date	GBLOC	DODAAC	Reference ID	Reference ID Type	Incident Type
2301691	04/10/2019	AANZ	ANT155	S009642019	Shipment ID	N1
2301244	01/30/2019	NEWO	NEWO55	S009638228	Shipment ID	N1
2300944	11/19/2018	AANZ	ANT155	S827390811	Shipment ID	N4
2300720	08/24/2018	AANZ	ANT155	S009636329	Shipment ID	N1
2293235	02/01/2018	LUNC	N00244	N002440038565	BL Number	N1
2291137	01/26/2018	LUNC	N00244	N002440038487	BL Number	N1
2290835	01/25/2018	BAPF	Z52000	S825223975	Shipment ID	N4
2290609	01/25/2018	LUNC	N00244	N002440038468	BL Number	N1
2290262	01/24/2018	BAPF	Z50100	S825078600	Shipment ID	N1
2289534	01/23/2018	LUNC	N00244	N002440038421	BL Number	N1

CPM Incident Details

Carrier Performance Module

[GFM Main Menu](#)

[Home](#) [SCAC History](#) [ID Query](#)

Incident Details

Incident ID: 2301691	Date: 04/10/2019	Status: Reported
Reference ID: Shipment ID: S009642019	SCAC: HAMF - Hawaiian Airlines	Contract Number:
TDR Report Number:		
Incident Type: Non Selection	Reason Code: N1 - Excusable Refusal	
Issuing Office GBLOC: AANZ	ATR Offer Number:	

Reporter Details

Reporter: John Smith	Email: john.smith.civ@mail.mil	Phone: 1234567890
DODAAC: ANT155	Reporter Type: TO	

Incident Remarks

No remarks have been entered.

Add Incident Details

Enter a Remark:

[Edit Remark Reporter Details](#)

[Save](#)

CPM SCAC History

Carrier Performance Module

GFM Main Menu

SCAC History ID Query

Hawaiian Airlines History

GBLOC: * Start Date: * End Date:

Incident Group: Incident Type: Include Resolved Incidents

NOTE: Fields marked with an * are mandatory! To view Non-Selection query results, select "Non-Selection Incidents" from the Incident Type drop-down field.

Submit Clear

SCAC HAMF Summary

Non-Use Actions: 0	Letters of Warnings: 0	Letters of Concerns: 0	Service Failures: 0	Non-Selections: 9
--------------------	------------------------	------------------------	---------------------	-------------------

3 Items Found. Displaying all items.

GBLOC	Name	Non-Use Actions	Letters of Warning	Letters of Concern	Service Failures	Non-Selections
AANZ	UNISYS-NEWINGTON-OUTBOUND	0	0	0	0	2
BAPF	TO US COAST GUARD ENGINEERING LOG C	0	0	0	0	3
LUNC	NAVSUP FLC SAN DIEGO	0	0	0	0	4

Export options: [Excel](#) | [PDF](#)

CPM ID Query

Carrier Performance Module

GFM Main Menu



SCAC History

ID Query

ID Query

Incident ID:

Submit



Good to Know

- Posting loads on Broker Boards (w/price)
 - TSP must be awarded freight
 - FL – Unauthorized Load/Broker Board Posting
 - Letter of Warning
- Leased equipment and 675 service
 - Advisory 20 July 2015
 - Updated MFTURP-1
 - Copy of lease agreement with vehicle
 - No taped on door signs
 - No VFN for rejected equipment
 - F2 – Improper or Inadequate Equipment
 - Two service failures in 30 days = Letter of Warning or non-use



Good to Know (Cont.)

- Double brokering
 - Occurs when a TSP having FMCSA common and/or broker authority and uses an additional licensed brokerage to arrange for transportation of freight
 - FF – Double brokering
 - 30 Day non-use
- Trans-loading
 - Refers to tied down vehicles/equipment moved to another conveyance without shipper consent
 - F9 – Mishandling freight
 - 30 Day non-use
- Payment of subcontractors
 - Applies to brokers not paying underlining carriers
 - FD – nonpayment of just debts
 - 30 Day non-use



Tips for Success

- Only commit to loads from Automation of Transportation Requests (ATR), Spot Bid and SDDC-negotiated shipments that can be supported when called upon
- Check the Transportation Facilities Guide on the GFM menu for driver requirements and pickup/delivery timeframes
- Arrive at origin locations at the scheduled time with the proper equipment specified in the shipment requirements



Resources

- Regulations/References
 - DTR, Part II, Chap 207 <https://www.ustranscom.mil/dtr/index.cfm>
 - MFTURP-1 <https://www.sddc.army.mil/pages/default.aspx>
- Contact Info
 - Org email: usarmy.scott.sddc.mbx.carrier-performance@mail.mil



Domestic Carrier Workshop Part 2 of 2

- Date: 7 October 2019
- Time: 2:00-3:15 pm
- Room: XXXXXXXX
- Topics
 - Tender Entry on the Web (TEOW)
 - Carrier Appointment System (CAS)



Booth Schedule

Tuesday, October 8

Wednesday, October 9

TOPIC	Time
Carrier Performance	10:35-11:30
Defense Transportation Tracking System	10:35-11:30
Rail	10:35-11:30
Carrier Appointment System	11:30-12:25
Cost Questions	11:30-12:25
Freight Carrier Registration Program	11:30-12:25
Large Volume Moves	11:30-12:25
Shipment Planning	11:30-12:25
Tender Entry on the Web	11:30-12:25

TOPIC	Time
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Large Volume Moves	12:30-13:25
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Tender Entry on the Web	12:30-13:25

UNCLASSIFIED

SDDC

ENABLING WARFIGHTING READINESS

9 BRIGADES GEOGRAPHICALLY LOCATED TO SUPPORT COMBATANT COMMANDERS

OUR NATION'S STRATEGIC AMMUNITION PORTS

GLOBALLY POSTURED TO ENABLE DYNAMIC FORCE EMPLOYMENT

WARFIGHTING & WARFIGHTER FOCUSED



U.S. ARMY



SURFACE WARRIORS! TRUSTED PROFESSIONALS...DELIVERING READINESS AND LETHALITY!

UNCLASSIFIED