Defense Personal Property Program
International Tender – 2016

Personal Property Publication

Rules Governing the International Movement of Personal Property for Department of Defense and the Coast Guard

Military Surface Deployment and Distribution Command

1 Soldier Way, Bldg 1900W

Scott AFB, IL 62225

Effective 15 May 2016 through 14 May 2017

Change 1

(Effective: 15 May 2016)

List of Changes

Version No	Description	Revision Date	Page Numbers
IT-2012	Editorial Changes & Clarification: Introduction – Updated Telephone number Item 105 – Channel Control Listing-Added Channels (see added channels impacting the following countries: Australia (AS21); Germany (GE); Japan-Central(JA01); Japan- South(JA02); Japan-North(JA03); Okinawa(JA96); Spain(SP); Turkey(TU); United Kingdom(UK)) Item 106 – CoS 3 Verbiage added Item 109 – Diversions-Revised Language Item 127 – OTO-Revised Language Item 139 – Rate Cycle-Revised Language Item 204 - Added "Timor Leste" Item 205 – CoS 3 Removed Item 220 – Performance Periods-Updated DTR Reference Item 223 – CoS 3 Removed Item 231 b.c.d. e. – Removed CoS 3 & Added CoS D & 2 Item 232 – TSP Representative: Revised Requirements/Language Item 307 – Suspensions-Updated Language/Reference Item 315 b. – CoS 3 Removed Item 328 – Worldwide Nonuse Actions, revised language Item 332 – Port Contract Facilities-Revised Language Item 400 e. – CoS 3 Removed Item 400 n. – CoS 3 Removed CH 5 – General Regs & Conditions-Removed CoS 3 Item 500 – Additional Services-Removed Table(Homepage link) Item 502 – Labor Charges-rate changes Item 505 – Reweighing-Language added for clarification Item 505A - Reweigh (HHG) paragraph c-deleted Item 512 CoS 3 Billing Codes Removed/Reserved for future use Item 518 – SIT and Warehouse Handling Charges-HHG, updated rate changes Item 519 – SIT and Warehouse Handling Charges-UB, updated rate changes Item 521 A-H Rate Increase Item 526 a,b,c,d,g & Note 1 – Revised Language Item 530 – Line Haul Rate Tables-added website w/Link for L/H Schedules Item 533 - Misc. Charges-Revised language Item 601 – Billing Information-updated reference Item 700 – Clarification of Boat Dimensions & Guidelines CH 12 - CoS 3 Removed/Reserved for Future Use Item 1404 – CoS 3 Ports Removed/Reserved for Future Use Item 1407 – CoS J-Changed AMC channel to SUU Item 1409 – CoS T-Changed AMC channel to SUU Item 1414 – CoS 3 PoE&PoD Removed/Reserved for Future Use	12Dec2011	10-13, 18, 25-26 34-36, 41-42, 57-58-60, 62, 67-68, 70-75, 84-85, 87-89, 115, 130, 131, 134
IT-12ch1	Editorial Changes & Clarification: Item 328 – World Wide Non-Use Action: changed Note Item 505 – Reweighing: Incorporated DTR language Item 519 – SIT & Warehouse Handling Charges-UB: chg to "gross" Item 700g – Criteria for Use of OTO Rates: Chg "above" to "below" and added para #'s Ch 9 – Purpose: Revised VM channel guidance Item 901 f. – Procedures: Revised guidance Item 908 – Cause for Suspension: revised/added QA language Item 915 – Additional Guidance: Added Note 4- blackout guidance Item 1300 - Subdivided Countries/States, No Maps: Removed Sardinia/IT20	18Jan2012	42, 64, 72, 88, 97-99, 100, 117, 118-120, 130-133, 137

Version No	Description	Revision Date	Page Numbers
	Item 1302 – Special Rate Information: Changed Germany channel guidance for "Berlin, Leipzig, Dresden, Rostock, and Neukirch" Item 1303 - Maps of States and Countries Divided into Separate Rate Areas: Removed CONT merged w/ CNNQ; Removed LENL&LENV merged w/ LKNQ; replaced FISC w/ FLC (Fleet Logistics Center) Item 1407 - CODE J PORT DESIGNATION: Removed IT20 Item 1408 - OVERSEAS AMC TERMINALS FOR CODE J SHIPMENTS: Removed "Woomera" (closed) Item 1409 – Code T Port Destination: Removed "IC"; removed UK76; Added NOTE 4 – New AMC guidance for CONUS to/from AS11/21 Item 1410 - OVERSEAS AMC TERMINALS FOR CODE T SHIPMENTS: Removed "Woomera" (closed); removed La Maddelena Item 1502 – OVERSEAS RATE AREAS & SPLC CODES: Removed Sardinia/IT20		
IT-2012 Change 2	Editorial Changes & Clarification: Item 216 Storage-in-Transit: removed 70% rule language; deleted Table 2A-1 SIT authorization for direct delivery; added para b. Item 223 Application of Transportation SFR-HHG: clarified customs and agricultural inspection guidance paras a5c.and b2. Item 224 Application of Transportation SFR-UB: clarified customs and agricultural inspection guidance para b2. Item 500 Additional Services: changed State GBLOC Table site path. Item 508 Crates/Special Containers HHG only: clarified guidance for 508e crate and container authorization; revised 508g dimensions for flat screen televisions. Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipment-HHG: added para g to update 520A Table site path. Item 520A Schedule: changed breakpoints and rates; posted updated 2012-520A Schedule to SDDC Personal Property website Item 526g Shipment Diverted after Commencement of Transportation Services; updated Diversion Table link; posted interim guidance.. Item 530 Line Haul Rate Table: updated Line Haul tables; added Line Haul Table site path; posted tables to SDDC Personal Property website. Item 700 para g2 Criteria for Use of OTO Areas: removed boat limitation language for member. Item 908 Cause for Suspension Action: added note reference CSS. Chapter 10: removed courtesy agent listing; revised guidance and added website/ site path to courtesy agent listing. Item 1302 Special Rate Information: changed Germany channel guidance for Berlin, Leipzig, Dresden, Rostock, and Neukirch (OTO areas).	6 Feb 2012	23, 33, 35, 60, 65, 75, 81, 85, 89, 99, 103, 115
IT-2012 Change 3	Editorial Changes & Clarification: Item 221 Uses of Foreign Flag Shipping: Guidance Clarification, Replaced SDDC Operations Center with HQ SDDC, and updated email address Item 231 Surcharge C. War Risk Surcharge (WAR) Guidance and web link added Item 232 Emergency Services – Added Policy and Guidance Item 333 Packing Privately Owned Firearms (POFs): "Note" removed Item 402 Collection of Freight Charges on HHG Shipments Involving Loss or Destruction in Transit and on Shipments Transported on More than One Vehicle: Added Guidance Item 500 GBLOC State Table – Updated NV-KKFA 502A Rate Item 518 SIT & WAREHOUSE HANDLING CHARGES-HHG: Added "autonomous region" language Item 519 SIT & WAREHOUSE HANDLING CHARGES-UB: Added "autonomous region" language	16 Jul 2012	29-31, 37-38, 44, 73-74, 97, 101, 129, 131

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	Item 526 Diversion Table updated Item 900 Criteria for Use of Volume Move Rates: Added iVM 75 Radius guidelines Item 901 Procedures: Revised iHHG & iUB lbs per day minimums Item 915 Additional Guidance: Added language Item 1408 OVERSEAS AMC TERMINALS FOR CODE J SHIPMENTS: added JA96 AMC Terminal Information Item 1410 OVERSEAS AMC TERMINALS FOR CODE T SHIPMENTS: added JA96 AMC Terminal Information		
IT-12 Change 4	Editorial Changes & Clarification: Introduction: Added a “GBLOC Regionalization” section Item 216 b.: SIT HHG – updated 70% Transit Time Rule guidance Item 224 a. 5. - Revised paragraph format Item 320 b. - Updated USC Title 37 Section # reference Item 402 Note - Revised guideline language Item 526 New Note 1 – Temporary Diversion Table Guidance; added a Note Item 700/701/702 - OTO Guideline language temporarily removed; DPS OTO module is currently Inactive Item 900 - Email Updates Item 1301 - Added Cordova, AK reference Item 1302 a. - Added Cordova, AK reference Item 1303 – Added Texas County “Tom Green” to US66 Rate Area Item 1303 - Alaska: Regionalized (GBLOC Regionalization: MBAT to JEAT- Eff: 01OCT2012) Item 1502 - Changed Abbreviation to “AK”	23 Oct 2012	11-12, 25, 34-35, 42-43, 60, 83, 91-96, 113, 118-119, 132
IT-13	Editorial Changes & Clarification: Table of Contents: Updated page number references Introduction: Added Language; Updated “GBLOC Regionalization” schedule; Updated contact information for SDDC-PP-PO (Rates) section Item 156: Updated language Item 202 c (9): Updated language Item 206 b: Changed U.S. National Holiday format Item 216 b: Removed 70% Transit Time Rule Item 216 j (1): Added guideline language Item 223 b (2): Added guideline language Item 224 b (2): Added guideline language Item 304 b: Updated rate areas Item 400: Removed Claims and Liability guidance Item 401: Removed Claims for Loss and Damage guidance Item 500-State GBLOC Table: Adjusted per Regionalization Schedule & Updated Rates Item 502A & B: Labor Charges – Updated Rates Item 503A: Waiting Time – Updated Rate Item 504B: Overtime Loading & Unloading – Updated Rate Item 505 A & B: Reweighing – Updated Rates Item 506 A: Debris Removal-HHG Only – Updated Rate Item 508 C & B: Crates/Special Containers-HHG Only – Updated Rates Item 509 A/B/C/D/H/I: Extra P/U or Delivery – Updated rates & Language Item 517A: Shipping Procedures for the Florida Keys – Updated Rate Item 518C: SIT & Warehouse Handling Charges-HHG – Updated Rate Item 519A: SIT & Warehouse Handling Charges-UB – Updated Rate Item 520A: Update Rates and Breakpoints Item 521 A-E/G/I/K/L: P/U or Delivery Trans Rate to Apply to SIT-UB – Updated Rates	14 Dec 2012	10-12, 17, 21-22, 25, 27, 35, 37, 42, 48, 51, 53- 56, 62-63, 66-69, 70, 72, 76, 89, 103-108, 112,120

Version No	Description	Revision Date	Page Numbers
	Item 522B & C: Termination of Shipment-HHG – Updated Rates & Language Item 523 B & C: Termination of Shipment-UB - Updated Rates & Language Item 524 c 1): Reshipments-HHG - Updated language Item 527 b: Updated language Item 530: Update Rates and Breakpoints Item 531A: Partial Delivery Weighing – updated Language Item 1004: Added language/clarification Item 1303 (Florida): Added Lafayette and Miami-Dade Counties Item 1303 (Texas): Added Crane County to US66; Deleted Crane County from US68 Item 1303 (Alaska): Updated Zone V Installation information; added missing city (Sitka) Item 1303: Updated CONUS Rate Area Map Item 1502: Overseas Rate Area & SPLC Codes – Update Language		
IT-13 Change 1	Editorial Changes & Clarification: - Table of Contents: Updated page number references - Updated Office Symbols (multiple locations) - Sources of Assistance: Updated Office symbols and contact information - Item 204: Revised Theater Command layout and support Information - Item 212: Added a Note and Update Shuttle Service guidelines - Item 300: Revised Rate Filing Prerequisite guidelines and Language - Item 301: Revised verbiage to reflect Traffic Distribution and standard RoF guidelines - Item 500: Updated GBLOC(s) in the Item 500ch1 State-GBLOC Table - Item 505B: Revised NOTE reference UB Reweighs - Item 520c: Revised Long Delivery out of SIT verbiage - Item 520 d Updated Long Delivery out of SIT guidance and Note - Item 520f: Clarified OCONUS points and Item 520A Codes - Item 522: Updated HHG Termination of Shipment guidance - Item 523: Updated UB Termination of Shipment guidance - Chapter 7: Added new DPS OTO guidance and procedures - Item 1003: Updated General guidelines verbiage for SS channels - Item 1004: Added paragraph 2 with DOS guidance - Item 1102: Changed Palletizing Code J UB Shipments with “New” AMC plastic pallet cover guidance - Item 1105: Add Movement from CONUS to Overseas DTR Reference Note - Item 1106: Add Movement from CONUS to Overseas DTR Reference Note - Chapter 12: Added Chapter – DOS Arranged Moves - Item 1303 (Australia): Updated Map Rate Area Code for Zone 3 - Item 1303 (Japan): Updated map showing JA96 - Item 1409: Revised Note 4 (see SDDC Msg dated 30APR2013) Updated GBLOCs in the Item 500ch1 State-GBLOC	27 Nov 2013	11-13, 22,25, 42, 44, 47-48, 55, 65-66, 68-70, 80-85, 93-95, 96, 100, 104, 115-116, 120
IT-14	Editorial Changes & Clarification: - Item 220: Changed Date Period for CSS - Item 221c. 2.: Corrected VOCC language - Item 223: Added language for HHG SFR guideline clarification - Item 501-509: Updated rates - Item 508 a.: Added Language for Crating guideline clarification - Item 516 c.: Changed reference code - Item 517-519, 521-524, 531-532: Updated rates - Item 520 d.: Guideline clarification update - Item 526 Billing Note 2 & 4: Changed guideline - Item 803: Updated procedural language	18 Dec 2013	29, 30, 35, 52-58, 61-65, 67-72, 77, 85, 104

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	- Item 1202: Added Pacific organizational email address - Updated Public Rate Tables (500-GBLOC / 520A-SIT / 530-LH)		
IT-14 Change 1	Editorial Changes & Clarification: - Table of Contents: Updated page number references - Introduction: Updated language, Updated GBLOC Regionalization schedule - Item 105: Provided Item Code reference - Item 106: Suspension of Code 5 Service - Item 200: Updated/clarified language - Item 202 d: Updated PBP&E constructive weight guidance - Item 212 f: Removed non-applicable language - Item 216 i: Added Item 502 reference - Item 221: Updated Tender reference - Item 307: Removed language & added regulation reference - Item 308: Removed language & added regulation reference - Item 333: PPCIG Language clarification - Item 513: Provided 513A and 513B language clarification - Item 520 g: Updated language and PP Home Page site path - Item 526 e: Updated language and PP Home Page site path - Item 529: Clarified guidance/updated Mileage Calculation language - Item 530 4.: Updated language and PP Home Page site path - Item 701 g: Clarified/updated boat language; added boat/trlr pic - Item 704 d: Added language - Item 1003 h: Added two (2) notes for Saudi Arabia agent services - Item 1004: Updated site path - Item 1410: Added Code T Terminal locations - Item 1411: Updated Port Code and DLA delivery address - Item 1603: Updated guidance/language and PP home Page site path	15 May 2014	12-15, 21, 23, 26, 28, 34, 44, 49, 60, 67, 73, 75-77, 81, 82, 85, 95, 122, 123, 127
IT-14 Change 2	Editorial Changes & Clarification: - Regionalization (LHAT & KDML to LKNQ) - Item 216: Added SIT-HHG guideline clarification NOTE - Item 217: Added SIT-UB guideline clarification NOTE - Item 221 c. 2): Changed Ocean Cargo Div FFW Email - Item 503 d.: Added Waiting Time guidance - Item 508: Moved para e. to a. & Added para a. NOTE - Item 518 a. 2): Added clarification NOTE - Item 1303 Australia: Added NOTE reference PPCIG & OTO	01 Jan 2015	14, 27, 29, 33, 55, 57, 62, 113
IT-14 Change 3	Editorial Changes & Clarification: - Effective 01 APR 2015, KKFA will assume responsibility for all inbound & outbound Canada Rate Areas (SDDC-PP Advisory #15-0039) - Regionalization (BKML & FIAM to CNNQ, DCAT to BGAC, KPAT to JEAT, LIMT to LKNQ, and QEML to QENQ) - Table of Contents: Chapter Page # changes - Introduction: Regionalization (BKML & FIAM to CNNQ, DCAT to BGAC, KPAT to JEAT, LIMT to LKNQ, and QEML to QENQ) - Item 221 - Use of Foreign Flag Shipping: Updated Contact Info and Language - Item 508 - Crates/Special Containers HHG Only: Updated language	01 Apr 2015	12, 14, 33-35, 57-58
IT-15	Editorial Changes & Clarification: - Update 2015 Rate Tables w/ U.S. Domestic GPA: State GBLOC Item 500 Table, Line Haul, and 520A Schedule - Item 501A: Rate Change - Item 502A/B/C: Rate Changes - Item 503A: Rate Change - Item 504B: Rate Change - Item 505A/B: Rate Changes	15 May 2015	54, 55-57, 59-60, 63-66, 69-73, 79

	- Item 506A: Rate Change - Item 509 A/B/C/D/H/I: Rate Changes - Item 517A: Rate Change - Item 518C/D: Rate Changes - Item 519A/C: Rate Changes - Item 521A/B/C/D/G/H/K/L: Rate Changes - Item 522B/C: Rate Changes - Item 523B/C: Rate Changes - Item 524A: Rate Change - Item 531A: Rate Change - Item 532A: Rate Changes		
IT-15 Change 1	Editorial Changes & Clarification: - Table of Contents: Chapter Page # changes - Effective 01 APR 2015, KKFA will assume responsibility for all inbound & outbound Canada Rate Areas (SDDC-PP Advisory #15-0039) - Item 221: Foreign Flag Shipping: Updated Language &Contact Info - Item 508: Crating/Special Containers HHG Only: Updated Language/Guidance	15 May 2015	13, 35-36, 58-59
IT-15 Change 2	Editorial Changes & Clarification: - Table of Contents: Chapter Title and Page Updates - Regionalization: Effective 01 Jan 2016 (FHAT to CNNQ, FAAT to BGAC, QFAC to QENQ) - Item 201 – Minimum Weight: Added language - Item 216 g. - Storage-In-Transit (SIT) – HHG: Added Item Code reference - Item 221 c. 3) – Use of Foreign Flag Shipping: Added Note for additional guidance - Item 223 a. 4) e. - Application of Transportation SFR – HHG: Added reference for OTO's - Item 223 b. 5) - Application of Transportation SFR – HHG: Clarification of language - Item 317 – Reporting Requirements: Added Code 7 - Item 505 – Reweighing: Added guidance - Item 508 – Crates/Special Containers HHG Only: Added Note referencing crating of items in OTO shipments - Item 513 – Fuel Surcharge (CONUS, Including Alaska and Hawaii): Clairified language - Item 526 - Shipments Diverted After Commencement of Transportation Service: Added guidance clarification - Item 528 – Use of Alternate Ports for Codes 5 and T Shipments: Updated invoicing guidance - Item 529 - Provisions Governing Code J Shipment On-Loaded at Other than Designated APOE Off-loaded at Other Than Designated APOD: Updated invoicing guidance - Item 532 - Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse: Clarification of language - Item 701 g. 6 - Criteria for Use of OTO Rates: Added Crating Notes - Item 702 a. - Procedures: Changed submission timeline - Item 702 b. - Procedures: Added Item Code references - Item 702 f. - Procedures: Clarification for OTO SFR bid structure - Item 704 c. 6 - Rate Revision Requests: Added guidance	09 Nov 2015	13, 15-16, 23, 30, 35, 37, 39, 46, 57, 59, 61, 75-77, 79, 83-84, 86
IT-15 Change 3	- Replaced the term "initial pickup" to "actual pickup" throughout - Regionalizations: Effective 01 Apr 2016 (BGNC to CNNQ, BKMT to CNNQ, HOAT to JEAT, and QIMS to QENQ) - Item 1303 (Japan): Corrected misspellings of various Japan Prefectures	30 Mar 2016	16, 30-31, 63, 65, 68, 119
IT-16	Editorial Changes & Clarification: - Table of Contents: Page Updates - Replaced the terms "member", "service member" and "member/employee" with "customer" throughout document	15 May 2016	10, 13-15, 20, 22, 26, 29-32, 37, 39, 41, 42, 44, 48, 50, 51,

	- Introduction – Sources of Assistance: Updated contact information - Item 103 – Auxiliary Services: Clarification of language - Item 105 – Channel Control Listing: Added reference for intra-country moves - Item 106 – Codes of Service: Removed Code 3 information, added Code 4 note for intra-country moves, and removed language for Code 5 - Item 115 – Household Goods/Personal Property: Updated Regulation Title and Acronym - Item 200 – Application of Tender: Added language for intra-country moves - Item 202 c. 8) – Determination of Weight: Removed language - Item 215 – Pickup or Delivery at Commercial Warehouse: Updated language - Item 216 b. – Storage-In-Transit (SIT)-HHG: Removed 70% Transit time Rule information - Item 218 – SIT Period: Removed language - Item 219 – Partial Withdrawal from SIT: Updated language - Item 221 – Use of Foreign Flag Shipping: Updated language and contact #'s - Item 223 – Application of Transportation SFR-HHG: Added VACIS definition, updated language for Alcohol Related Shipments - Item 224 – Application of Transportation SFR-UB: Added VACIS definition - Item 231 b. – Surcharge: Added guidance clarification for Bunker Surcharge, updated website for WAR Surcharge, and added language clarification for COF and CON - Item 232 – TSP representation: Removed language - Item 307 – Punitive Actions: Changed the Title from "Suspensions" to "Punitive Actions", updated language to coincide with the DTR, Chapter 405 - Item 328 – Worldwide Nonuse Actions: Removed the term "Worldwide" - Item 329- Payment of Debt: Removed the term "disqualification" - Item 400 – Claims: Updated language - Item 401 – Renamed title from "Claims for Loss or Damage" to "Inspection of Articles" and updated language - Chapter 5 – General Requirements and Conditions: Added reference for intra-country moves - Chapter 5 – General Requirements and Conditions: Updated GPA Calculations (0.520143172). Used August CPI-U and CEU numbers due to start date for Rate Filing - Item 501 – Shuttle (Auxiliary) Services: Clarification of language - Item 505 – Reweighing: Added language and removed language - Item 508 – Crates/Special Containers HHG Only: Updated language - Item 518 – SIT and Warehouse Handling Charges-HHG: Updated language - Item 519 – SIT and Warehouse Handling Charges-UB: Updated language - Item 522 c. 2) – Termination of Shipments-HHG: Clarified language and added Notes - Item 523 c. 2) – Termination of Shipments-UB: Clarified language, Updated language to match Item 522 and added Notes - Item 534 – Tender of Delivery of Containerized Shipments-HHG: Removed language referencing the 70% Transit Time Rule - Item 535 – Tender of Delivery-UB: Removed language referencing the 70% Transit Time Rule - Item 701 g. 6) - Criteria for Use of OTO Rates: Updated language - Item 702 f. – Procedures: Removed language - Item 908 – Cause for Suspension Action: Removed "Suspension" term and replaced with "Punitive" - Item 1000 d. – Standards: Updated guidance		53-59, 62-66, 69-73, 79-80, 83, 91, 94, 96, 105, 107, 114-117, 127-129

	- Chapter 10 – Courtesy List of Known State Department Agents for OCONUS Special Solicitation Rate Areas: Updated guidance - Item 1202 – Procedures: Removed reference to the JFTR - Item 1301 – Subdivided States/Countries, With Maps: Removed Zones from Australia, Designated AS71 as OTO, and added Canada Rate Areas - Item 1302 – Special Rate Information: Updated Australia information & Added Canada Information - Item 1303 – Maps of States and Countries Divided into Separate Rate Areas: Updated Alaska Cities for Zone V and Zone IV-OTO, updated Australia map & legend, and added Canada map - Item 1502 – Overseas Rate Areas & SPLC Codes: Added Bahrain, Canada & Greece. Removed Japan-North (OTO) - Item 1503 – Intra-Country Move Rate Areas: Added guidance - Item 1602 – Channel Control: Added New Channels		
IT-16 Change 1	- Replaced the terms “shipper” and “owner” with “customer” and/or “customer or government” where applicable - Updated email addresses where applicable - Introduction: Added Section on Safeguarding PII - Sources of Assistance: Updated Phone #’s for SDDC-Europe - Chapter 2 – Purpose: Added language - Item 200 b. – Application of Tender: Added language - Item 202 – Determination of Weight: Added language - Item 216 f. 3) – Storage-In-Transit (SIT) – HHG: Language clarification - Item 216 h. 2) – Storage-In-Transit (SIT) – HHG: Language clarification - Item 216 j. – Storage-In-Transit (SIT) – HHG: Language update - Item 221 – Use of Foreign Flag Shipping: Updated language, removed contact info for FFW Air Shipments, added additional POCs for FFW requests, and included a copy of the HHG FFW request form - Item 223 - Application of Transportation SFR - HHG: Added Item Codes for billing reference, updated website and removed Navy reference in para b. 7 d). - Item 231 - Surcharge: Added Item Code for billing reference and updated language - Item 401 – Inspection of Articles: Updated language - Item 500 – Additional Services: Updated language - Item 502 c. – Labor Charges: Updated language - Item 505 – Reweighing: Updated language - Item 508 – Crates/Special Containers HHG Only: Updated language - Item 518 e. – SIT and Warehouse Handling Charges – HHG: Updated language - Item 519 – SIT and Warehouse Handling Charges – UB: Removed language - Item 520 – Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG: Added Billing Note and updated language - Item 521 – Pickup or Delivery Transportation Rates to Apply on SIT Shipments – UB: Updated Item Code Title and added Billing Note - Item 532 – Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse: Updated language - Item 601 – Billing Instructions: Updated link to DTR, Appendix A - Item 702 g. 1) – Procedures: Updated language - Item 903 – Rates and Charges: Updated language - Item 1003 – General: Removed SS Group VA-American Embassies (now handled by the Dept. of State) - Item 1303 – Maps of States and Countries Divided into Separate Rate Areas: Added 2 additional Canadian Cities to CA10	10 May 2016	11, 13, 20, 21, 27-28, 30-32, 35, 37, 41, 50, 52-53, 56-58, 64, 66-68, 79, 81, 84, 90, 94-95, 117

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INTRODUCTION

Purpose

This Tender provides guidelines, rules, regulations, and other information required to participate in the movement of personal property worldwide. Any changes or items of particular significance unique to each volume may be included by page changes in the Tender for each cycle. Transportation Service Providers (TSPs) filing rates in response to this Tender must submit rates in accordance with the procedures outlined in the International Rate Filing Instructions.

Safeguarding Personally Identifiable Information (PII)

TSPs are responsible to ensure that their selected port agents, overseas general agents, and/or other responsible parties protect PII for all shipments consigned to the TSP. Should an incident occur where PII has been inadvertently released or a system breach has occurred, TSPs must act and respond in accordance with Defense Federal Acquisition Regulation Supplement (DFARS) clauses 252.204-7008, and 252.204-7012. Failure to do so is a violation of this Tender, including breaches caused by third parties acting on behalf of the TSP.

Application and Scope

This Tender is applicable to Department of Defense (DOD) approved TSPs eligible to transport household goods (HHG), unaccompanied baggage (UB), and boat shipments between designated rate areas including inter-theater and intra-theater shipments but not intra-country shipments.

Authority

Under responsibilities assigned to the Commander, Military Surface Deployment and Distribution Command (SDDC), in DOD Directive 4500.9-R. HQ SDDC is responsible for the negotiation of rates worldwide for shipment of HHG and UB. The rates are solicited on behalf of the entire DOD, including civilian appropriated and non-appropriated fund employees, and the U.S. Coast Guard. HQ SDDC has delegated the negotiation of certain intra-theater rates to SDDC-Europe.

Recommendations

Recommendations for proposed changes are welcome and will be considered for future application. PPSO recommendations may be forwarded to HQ SDDC, ATTN: AMSSD-PPQ or designated HQ SDDC representative overseas.

Regionalization's

The following Rate Areas and Installations designated by Government Bill of Lading Office Codes (GBLOCs) and Areas of Responsibilities (AORs) will take effect as follows. Please refer to the current State GBLOC Item 500 Table(s) located on the HQ SDDC Personal Property Home Page (www.sddc.army.mil/pp/default.aspx) for applicable state, county, GBLOC, and rate changes.

NOTE: TSPs are encouraged to effectively maintain communication with the gaining GBLOC in support of all invoicing for previous GBLOCs on shipment GBLs. Please use the following GBLOC regionalization transfer of responsibility list to cross- reference responsible GBLOCs and effective dates.

Effective 01 October 2012:

Alaska (AK): Transferred responsibility of Fort Wainwright, AK (MBAT) to JPPSO-NW Fort Lewis, WA (JEAT)

Effective 01January 2013:

California (CA): Transferring responsibility of Naval Post Graduate School, Monterey, CA (LFNT) to JPPSO-SW San Diego, CA (LKNQ)

Illinios (IL): Transferring responsibility of Rock Island Arsenal, IL (GLAM) to JPPSO-NE Chelmsford, MA (AGFM)

Kentucky (KY): Transferring responsibility of Bluegrass Army Depot, KY (FAAQ) to JPPSO-NC Colorado Springs, CO (KKFA)

Minnesota (MN): Transferring responsibility of Fort Snelling, MN (GBAC) to JPPSO-NC Colorado Springs, CO (KKFA)

New Jersey (NJ): Transferring responsibility of Fort Dix, NJ (APAT) to JPPSO-NE Chelmsford, MA (AGFM)

Oklahoma (OK): Transferring responsibility of McAlester Army Ammunition Plant, OK (HOAM) to JPPSO-SC San Antonio, TX (HAFC)

Pennsylvania (PA): Transferring responsibility of Tobyhanna Army Depot, PA (DOAQ) to JPPSO-NE Chelmsford, MA (AGFM)

Pennsylvania (PA): Transferring responsibility of Oakdale, PA (DMAC) to JPPSO-NE Chelmsford, MA (AGFM)

South Carolina (SC): Transferring responsibility of Fort Jackson, SC (CAAT) to JPPO-SE Jacksonville, FL (CNNQ)

Texas (TX): Transferring responsibility of Red River Army Depot, Texarkana, TX (HBAQ) to JPPSO-SC San Antonio, TX (HAFC)

Effective 01 April 2013:

Georgia (GA): Transferring responsibility of the Marine Corps Logistics Base, Albany, GA (CFMQ) to JPPSO-SE Jacksonville, FL (CNNQ)

Germany (GE): Transferring responsibility of Spangdahlem AFB, GE (WFFL) to CPPSO Kaiserslautern, GE (WKFS)

Japan (JA): Transferring responsibility of the Naval Air Facility, NAVSUP FLC Yokosuka Site, Atsugi, Japan (QENL) to JPPSO-Japan (QENQ)

South Carolina (SC): Transferring responsibility of the Marine Corps Air Station, Beaufort, SC (CAML) to JPPSO-SE Jacksonville, FL (CNNQ)

Virginia (VA): Transferring responsibility of Fort Lee, VA (BHAQ) to JPPSO Mid Atlantic (BGAC)

Effective 01 April 2014:

Japan (JA): Transferring responsibility of Sasebo, Japan (QENF) to Yokosuka, Japan FLC (QENQ)

Effective 01 January 2015:

Arizona (AZ): Transferring responsibility of the Marine Corps Air Station (MCAS), Yuma, AZ (KDML) to JPPSO-SW, San Diego, CA (LKNQ)

California (CA): Transferring responsibility of the DLIFLC & Presidio of Monterey, CA (LHAT) to JPPSO-SW, San Diego, CA (LKNQ)

Effective 01 April 2015:

Alabama (AL): Transferring responsibility of the Logistics Readiness Center (LRC), Redstone Arsenal, AL (FIAM) to JPPSO-SE, Jacksonville, FL (CNNQ)

California (CA): Transferring responsibility of the MAGTF TRNGCOM, TwentyNine Palms, CA (LIMT) to JPPSO-SW, San Diego, CA (LKNQ)

Kansas (KS): Transferring responsibility of the LRC Fort Leavenworth, KS (KPAT) to JPPSO-NW, Joint Base Lewis-McChord, WA (JEAT)

New York (NY): Transferring responsibility of the LRC West Point, NY (DCAT) to JPPSO-MA, Fort Belvoir, VA (BGAC)

North Carolina (NC): Transferring responsibility of the Marine Corps Air Station (MCAS), Cherry Point, NC (BKML) to JPPSO-SE, Jacksonville, FL (CNNQ)

Japan (JA): Transferring responsibility of the MCAS Iwakuni, Japan (QEML) to JPPSO Japan Yokosuka, Japan (QENQ)

Effective 01 January 2016:

Alabama (AL): Transferring responsibility of the Logistics Readiness Center (LRC), Fort Rucker, AL (FHAT) to JPPSO-SE, Jacksonville, FL (CNNQ)

Kentucky (KY): Transferring responsibility of the Logistics Readiness Center (LRC), Fort Campbell, KY (FAAT) to JPPSO-MA, Fort Belvoir, VA (BGAC)

Japan (JA): Transferring responsibility of the Logistics Readiness Center (LRC), Camp Zama, Japan (QFAC) to JPPSO Japan Yokosuka, Japan (QENQ)

Effective 01 April 2016:

Arkansas (AR): Transferring responsibility of CPPSO NAVSUP Fleet Logistics Center, Norfolk, VA (BGNC) to JPPSO-SE, Jacksonville, FL (CNNQ)

Arkansas (AR): Transferring responsibility of the USA Field Artillery, Ft. Sill, OK (HOAT) to JPPSO-NW, Joint Base Lewis-McChord, WA (JEAT)

Mississippi (MS): Transferring responsibility of CPPSO NAVSUP Fleet Logistics Center, Norfolk, VA (BGNC) to JPPSO-SE, Jacksonville, FL (CNNQ)

North Carolina (NC): Transferring responsibility of the Marine Corps Base (MCB), Camp Lejeune, NC (BKMT) to JPPSO-SE, Jacksonville, FL (CNNQ)

Oklahoma (OK): Transferring responsibility of the USA Field Artillery, Ft. Sill, OK (HOAT) to JPPSO-NW, Joint Base Lewis-McChord, WA (JEAT)

Tennessee (TN): Transferring responsibility of CPPSO NAVSUP Fleet Logistics Center, Norfolk, VA (BGNC) to JPPSO-SE, Jacksonville, FL (CNNQ)

Japan (JA): Transferring responsibility of the Marine Corps Base (MCB), Camp Butler, Japan (QIMS) to JPPSO Japan Yokosuka, Japan (QENQ)

Sources of Assistance

In the event of problems or questions relative to these instructions, PPSOs should first contact HQ SDDC or designated representative overseas. Problems not resolved at these levels will be elevated to HQ SDDC.

AREA	OFFICE	DSN	COMMERCIAL
SDDC-Pacific	AMSSD-PPQ-P	315-456-3741	808-656-3741
SDDC-Europe	AMSSD-PPQ-E	314-552-5361/2	011-49-611-143-552-5361/2
SDDC	AMSSD-PPQ-S (Special Requirements & Rates Team)	770-5484	618-220-5484
SDDC	AMSSD-PPQ-O (Operational Support & Quality Team)	770-6789	618-220-6789

TSP Correspondence

TSPs are prohibited from distributing any correspondence dealing with information in conflict with International program instructions furnished to PPSOs.

CHAPTER 1 - TERMS & DEFINITIONS

ITEM 100 Air Mobility Command (AMC):

The single DOD operating agency responsible for providing DOD airlift services.

ITEM 101 Attempted Delivery:

When a TSP is ordered by the PPSO to perform delivery services at a customer's residence, and service cannot be performed through no fault of the TSP, the TSP is authorized compensation for labor services and/or vehicle use per Item 503. Compensation on shipments from Storage-in-Transit (SIT) will be as outlined in Item 510.

ITEM 102 Reserved for Future Use

ITEM 103 Auxiliary Services:

The use of labor and/or nonstandard line haul or delivery vehicles when essential to effect pickups or delivery of shipments when approved, in writing, by PPSO as the result of the origin or destination being inaccessible by virtue of building design or roadway nonexistence, design, condition, construction, or obstacles. (See Item 501). A shuttle is a truck to truck transfer, not a truck to warehouse transfer.

ITEM 104 Carrier:

See Transportation Service Provider (TSP)

ITEM 105 Channel Control Listing:

A listing stipulating open and closed rate fields, by codes of service, for each origin/destination combination whereby rates are filed between CONUS and overseas rate areas, inter-theater, intra-theater movements, and intra-country moves. The Channel Control Listing of solicited rates is available during the rate filing period in DPS. (See Item 1603)

ITEM 106 Codes of Service:

Code 4 - International Door-to-Door Container: International Door-to-Door Container**:** Movement of household goods in containers whereby a Transportation Service Provider provides complete through service from origin residence to the destination residence over land and/or ocean means.

NOTE: Code 4 for intra-country moves channels is defined as movement of Household Goods in a motor van or container from origin residence to destination residence within OCONUS areas identified as having intra-country channels. The actual mode of service is at the discretion of the TSP, however, if the TSP chooses to containerize it will be at no additional cost to the shipper/government.

Code 5 - International Door-to-Door Container Government Ocean Transportation: Movement of HHG in SDDC-approved door-to-door shipping containers (wooden boxes) whereby a TSP provides line haul service from origin residence to military ocean terminal, the government provides ocean transportation to designated port of discharge, and the TSP provides line haul service to destination residence, all without rehandling of container contents.

Code 6 - International Door-to-Door Air Container: Movement of household goods whereby the TSP provides containerization at the origin residence, surface transportation to the airport nearest origin that can provide required services, air transportation to the airport nearest destination that can provide required services, and transportation to the destination residence.

Code 7 - International Land-Water-Land Baggage: Movement of UB whereby the TSP provides packing and pickup at origin, surface transportation to destination, and cutting of the banding and opening of the box(es) when delivered at the destination residence.

Code 8 - International Land-Air-Land Baggage: Movement of UB whereby a TSP provides packing and pickup at origin, transportation to the origin airport, air transportation to the destination airport, surface transportation to destination, and cutting the banding and opening of the box(es) at the destination residence.

Code J - Land-Air (AMC)-Land Baggage: Movement of unaccompanied baggage whereby a TSP provides packing and pickup at origin, and transportation to the designated AMC aerial port or receipt of property from the Theater Shipping and Consolidation Point (TSCP) to final delivery point. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The TSP provides transportation to destination from AMC terminal and cutting of the banding and opening of the box(es) at the destination residence.

Code T - International Door-to-Door Container (AMC): Movement of HHG in containers whereby a TSP provides containerization at the origin residence and transportation to the designated AMC terminal. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The TSP provides transportation to the destination residence.

ITEM 107 Continental United States (CONUS):

As used in connection with HHG, it includes all areas within the United States, excluding Hawaii. For purposes of soliciting rates for UB, it includes all areas within the contiguous United States, excluding Alaska and Hawaii.

ITEM 108 Destination Point:

City or installation shown in the destination block on the Government bill of lading (GBL).

ITEM 109 Diversions:

A change in the original destination of a personal property shipment while the shipment is in transit or located at a POE/POD. Shipments requiring further over ocean transportation shall be terminated and reshipped.

ITEM 110 Filing Dates:

Designated dates announced by HQ SDDC during which International rates and other data must be filed.

ITEM 111 Final Delivery Point:

Place where TSP surrenders possession of property to the customer or customer's agent and no further transportation or services are required under the personal property Government bill of lading (PPGBL).

ITEM 112 Government Bill of Lading Office Code (GBLOC):

A designated code consisting of four alpha characters unique to each PPSO. GBLOCs are used for internal accounting purposes and for the distribution of information to PPSOs.

ITEM 113 Government Storage Warehouse:

Government-owned or leased facility used for storing HHG shipments.

ITEM 114 Gross Weight:

The aggregate weight of all articles plus necessary packing materials and shipping containers.

ITEM 115 Household Goods/ Personal Property:

Furniture, furnishings, boats, or equipment; clothing, baggage, personal effects, professional books, papers, and equipment; and all other personal property associated with the home and person, as defined in the Joint Travel Regulations (JTR).

ITEM 116 Installation Transportation Officer (ITO):

The military or civilian employee of the Government, designated by the appropriate authority to perform assigned personal property traffic management functions at an installation or activity, regardless of whether or not it is the organizational title of the individual. See PPSO.

ITEM 117 Inter-Theater Movement:

Movement of personal property from an origin point in one overseas theater to a destination point in another overseas theater. Movements to or from CONUS are not considered inter-theater.

ITEM 118 Intra-Theater Movement:

Movement of personal property from an origin point in an overseas theater to a destination point in the same overseas theater.

ITEM 119 Item/Article:

The terms "item" and "article" used in this Tender shall be interchangeable. Each shipping piece or package, and the contents thereof, shall constitute one item. Any item taken apart or knocked down for handling or loading shall constitute one item.

ITEM 120 TGBL TSP Accepted/Rejected Rate Report:

DPS will send notification of rate filing errors and rate rejections. Accepted rates will be displayed in DPS.

ITEM 121 Kilogram:

One kilogram is equal to 2.2046 pounds. To convert kilograms into pounds, multiply kilograms by 2.2046 factor. To convert pounds into kilograms, multiply pounds by 0.453 factor.

ITEM 122 Kilometer:

One kilometer is equal to 3,280.8 feet or 0.62137 mile. To convert kilometers into miles, multiply the number of kilometers by a 0.62137 factor. To convert miles into kilometers, multiply the number of miles by a 1.609 factor.

ITEM 123 Military Surface Deployment and Distribution Command (SDDC):

The Army Component of the U.S. Transportation Command. HQ SDDC is responsible for all the Department of Defense's surface transportation shipments as well as several core transportation processes.

ITEM 124 Military Sealift Command (MSC):

The single DOD operating agency responsible for providing DOD sealift service.

ITEM 125 Net Weight:

The net weight of shipments transported in containers shall be the difference between the tare weight of the empty container and the gross weight of the packed container.

ITEM 126 Nontemporary Storage (NTS):

The term applied for the service of long-term storage, other than SIT, of personal property at customer's or Government expense.

ITEM 127 One-Time-Only (OTO) Rates:

The movement of a shipment where rates are solicited by HQ SDDC from individual carriers for the movement of personal property over a specific origin-destination channel for which rates are not otherwise published.

ITEM 128 Operation COHORT:

Operation COHORT is another name given to U.S. Army volume movements between CONUS and overseas locations. Any special requirements such as pickup, movement on the same vessel, and delivery en masse, will be contained in the Tender.

ITEM 129 Origin Installation:

Military installation or activity with a PPSO controlling and issuing PPGBLs for personal property shipments.

ITEM 130 Overseas Theater:

An overseas area composed of those elements of one or more of the Armed Services, designated to operate in a specific geographical area, e.g., the Pacific, European, Southern, or other command.

ITEM 131 Packing Carton:

Packing carton used for packing items requiring additional protection prior to placement inside shipping container.

ITEM 132 Personal Property:

See Household Goods

ITEM 133 Personal Property Government Bill of Lading (PPGBL):

An accountable shipping document used for the acquisition of authorized transportation and related services from commercial TSPs for the movement of DOD-sponsored personal property shipments (SF 1203).

ITEM 134 Personal Property Shipping Office (PPSO):

An office designated by appropriate authority to perform personal property traffic management functions for an area of responsibility. PPSO locations may be obtained at www.sddc.army.mil/pp/default.aspx.

ITEM 135 Pickup Point:

The specific location where the TSP takes possession of personal property for shipment.

ITEM 136 Point of Diversion:

The location of the shipment when orders are given to change destination point.

ITEM 137 Port of Embarkation/Debarkation:

a. Ocean (WPOE/WPOD): Includes dock, wharf, pier, or berth where cargo is loaded aboard ship or is discharged from ship, including the port terminal facility or warehouse of the TSP serving the port.

b. Aerial (APOE/APOD): Includes AMC facilities for loading, unloading, and handling of shipments, including the port terminal facility or warehouses of the TSP serving the port.

ITEM 138 Rate Area:

An area is generally defined as each of the states and the District of Columbia in CONUS, a country/U.S. possession, or other such description in the overseas area. However, individual states and countries may be subdivided into two or more rate areas or combined into a single larger rate area to facilitate service and rate computations.

ITEM 139 Rate Cycle:

Effective dates for DPS Rate Cycles will begin 15 May and end 14 May each year.

ITEM 140 Regular Working Hours:

Regular working hours include Monday through Friday, between the business hours of 8:00 a.m. and 5:00 p.m., excluding all other hours of the day, days of the week, and officially declared foreign national, U.S. national or state holidays, and during any hour on Good Friday when service is rendered on that day in New York City and the New York Counties of Dutchess, Erie, Genessee, Livingston, Monroe, Nassau, Niagara, Orange, Ontario, Orleans, Putnam, Suffolk, Ulster, Wayne, Westchester, and Wyoming.

ITEM 141 Required Delivery Date (RDD):

A specified calendar date on or before when the TSP agrees to offer the entire shipment of personal property for delivery to the customer or customer's agent at destination. If the RDD falls on a Saturday, Sunday, foreign national, U.S. national, or state holiday, the RDD will be the following work day.

ITEM 142 Rate Rejection Report:

A listing of rates, derived from TSP's rate submission, which is erroneous and is provided to TSPs via email from DPS.

ITEM 143 Shipping Container:

External container, crate, tri-wall, bi-wall, or other Government-approved container into which individual articles and/or packing cartons are placed.

ITEM 144 Special Solicitation:

Rates solicited by HQ SDDC from individual TSPs for movement of personal property between specific rate areas. See Chapter 10.

ITEM 145 Standard Carrier Alpha Code (SCAC):

A four digit alpha code assigned to each TSP by the National Motor Freight Traffic Association to identify that TSP in the various procedures and documents used in the Department of Defense Personal Property Shipment and Storage Program. For purposes of this Tender "carrier" is equivalent to Transportation Service Provider (TSP).

ITEM 146 Standard Point Location Code (SPLC):

A standard point location code consisting of alphanumeric characters assigned to each rate area for the purpose of geographical accounting.

ITEM 147 Storage-in-Transit (SIT):

The term applied to the service under the PPGBL for the temporary storage, other than nontemporary storage, of a personal property shipment prior to final delivery.

ITEM 148 Supporting Documentation:

Documentation requiring TSP certification and submission to HQ SDDC by designated dates provided in each cycle Tender letter.

ITEM 149 Theatre Shipping and Consolidation Point:

The Theater Shipping and Consolidation Point is responsible for the rapid segregation, sorting, and consolidation of multiple consignee shipments from a range of sources and delivery to the customer.

ITEM 150 Transportation Control Movement Document (TCMD), DD Form 1384:

A form used to control the movement of property while in the Defense Transportation System (DTS). Similar to a bill of lading in the commercial transportation system.

ITEM 151 Transportation Service Provider (TSP):

Transportation Service Provider is any party, person, or carrier that provides freight/personal property transportation and related services to an agency, including Motor Carrier, Freight Forwarder and Broker.

ITEM 152 Transportation Service Provider's Agent/Representative:

A business firm, corporation, or individual acting, pursuant to a preexisting agreement on behalf and under the direction of a TSP.

ITEM 153 Unaccompanied Baggage:

The portion of a customer's prescribed weight allowance of personal property including professional books, papers, and equipment, normally shipped separately from the bulk of personal property and designated as such on the customer's application for shipment.

ITEM 154 United States Transportation Command (USTRANSCOM):

Commander, USTRANSCOM directs transportation components from the Army, Navy, and Air Force in order to fulfill Defense Transportation requirements.

ITEM 155 Volume Movement:

Movement of HHG, totaling 200,000 pounds or more, or UB, totaling 50,000 pounds or more, for military or civilian personnel from one origin or commuting area to one destination or commuting area within a 90-day period, will be considered a volume movement. Volume moves may be for lesser amounts if special requirements exist.

ITEM 156 Website:

HQ SDDC Personal Property Homepage can be accessed at www.sddc.army.mil/pp/default.aspx; applicable information and guidelines can be viewed and downloaded.

ITEM 157 Working Hours:

See Regular Working Hours.

CHAPTER 2 - POLICY & PROCEDURES

Purpose:

This Tender provides guidelines, rules, regulations and other information required to participate in the movement of personal property worldwide. TSPs filing rates in response to this Tender must submit rates in the Defense Personal Property System (DPS). Any TSP not filing rates for two (2) consecutive rate cycles may have their market approval (as defined in SDDC 55-4) revoked, thereby precluding participation in future rate cycles. TSPs are responsible for establishing quality controls and procedures that review their proposed rates prior to actual submission and ensure they have the necessary operating authorities to file those rates.

Item 200 Application of Tender

a. This Tender is applicable to shipments transported for the account of the Department of Defense, including the Army, Air Force, and Navy Exchange Services, and the U.S. Coast Guard; herein called the Government. It applies on the transportation of personal property (HHG and UB) between rate areas within CONUS (excluding Hawaii) on the one hand, overseas rate areas (including Hawaii) on the other, and between rate areas within overseas (inter-theater/intra-theater) commands, to include intra-country moves (i.e. Germany to Germany).

b. IAW provisions of this tender and applicable rate tables, all accessorial rates and approved charges will be based on the actual pickup date as identified in the Item Code Listing found on the HQ SDDC Personal Property Website at www.sddc.army.mil/pp/default.aspx.

   Defense Personal Property Program (DP3)>Phase II Business Rule Attachments>Item Code Listing

c. The applicable SFR that applies is based on the requested pickup date at the time the shipment is offered and accepted by the TSP. If a TSP negotiates a change in pickup date with the customer the prevailing applicable rate will remain the one in effect on the requested pickup date at the time of shipment award. (e.g. if a TSP negotiates a new pickup date that crosses into a new annual rate cycle the rate effective on the original requested pickup date will apply).

d. Unless otherwise stated, all rates and charges are expressed in U.S. dollars and cents per hundred weight (CWT). Note: All weight calculations are based on pounds (lbs).

e. HQ SDDC reserves the right to reject any or all offers; to waive informalities in offers received; to negotiate, accept, or reject initial or subsequent submissions without discussion of rates; to nonuse or cancel any rate upon 15 days notice; and resolicit rates. Acceptance of rates does not result in a requirements contract. Additionally, HQ SDDC reserves the right, on 15 days notice, to:

   1) Extend the effective period of rates by 45 days to modify the rate filing period;

   2) Change the type of rates being solicited;

   3) Resolicit rates as a result of Government or Transportation Service Provider actions; and/or

   4) Take any appropriate action to protect the Government's interests in response to delaying court injunctions, data processing failures, strikes, embargoes, and other policy or economic situations.

f. TSP will abide by provisions of the International Tender. Intra-country move shipments are considered international shipments and are subject to the rules, regulations, and provisions of this Tender unless stated otherwise. Accessorial services will be governed by rates and charges contained in this Tender.

g. TSPs filing intra-country move rates in response to this Tender must submit rates in accordance with the procedures outlined in the International Rate Filing Instructions located at www.sddc.army.mil/pp/default.aspx.

h. All other applicable areas of this Tender will also apply to the movement of intra-country moves.

Item 201 Minimum Weight

Except as otherwise stated in this Tender, the transportation SFR, and all other charges based on weight, are based on the weight of the shipment with the following minimums:

a. HHG - 500 pounds net.

b. UB - 300 pounds gross.

Item 202 Determination of Weight

a. Weighing Requirement: TSPs will determine the weight of each shipment transported prior to the assessment of any charges depending on the shipment weight. Except as otherwise provided in this item, the weight shall be obtained on a scale meeting the definition of a certified scale as provided in CFR 49, Part 375.7 – Determination of Weights. TSP must enter shipment weight in DPS within 3 GBDs after shipment pickup date, or prior to shipment arrival, whichever is earlier, to allow the customer or PPSO the opportunity to request a reweigh.

b. Weighing Procedures - HHG:

1) Except as otherwise provided herein, the weight of each shipment will be obtained by determining the difference between the tare weight of the vehicle on which the shipment is to be loaded prior to the loading and the gross weight of the same vehicle after the shipment is loaded, or the gross weight of the vehicle with the shipment loaded and the tare weight of the same vehicle after the shipment is unloaded.

2) At the time of both weighings, the vehicle will have installed or loaded all pads, dollies, hand trucks, ramps, and other equipment required in the transportation of each shipments. Neither the driver nor any other persons shall be on the vehicle at the time of either weighing.

3) The fuel tanks on the vehicle will be full at the time of each weighing or, in the alternative, no fuel may be added between the two weighings when the tare weighing is the first weighing performed.

4) The trailer of a tractor-trailer vehicle combination may be detached from the tractor and the trailer weighed separately at each weighing providing the length of the scale platform is adequate to accommodate and support the entire trailer at one time.

5) Shipments may be weighed on a certified platform or warehouse scale prior to loading for transportation or subsequent to unloading. For containerized shipments, containers may be weighed independently.

6) The net weight of shipments transported in containers will be the difference between the tare (empty) weight of the container (including all pads, blocking and bracing used or to be used in the transportation of the shipment) and the gross weight of the packed container.

7) The shipper or any other person responsible for payment of the freight charges will have the right to observe all weighings of the shipment. The TSP must advise the shipper, or any other person entitled to observe the weighings, of the time and specific location where each weighing will be performed and must give that person a reasonable opportunity to be present to observe the weighings. Waiver by a shipper of the right to observe any weighing or reweighing is permitted and does not affect any rights of the shipper under these regulations or otherwise.

8) If authorized by the PPSO, TSPs may use Government scales to determine the gross, tare, and net weight of shipments not originating on Government installations. When requested by the PPSO, Government scales will be used to weigh or reweigh shipments originating or terminating at Government installations where such scales are available.

c. Weight Tickets: The TSP will obtain a separate weight ticket for each weighing required under this item except when both weighings are performed on the same scale; one weight ticket may be used to record both weighings. Every weight ticket must be signed by the person performing the weighing and must contain the following minimum information:

1) The complete name and location of the scale.

2) The date of each weighing.

3) Identification of the weight entries thereon as being the tare, gross, and/or net weights.

4) The company or TSP identification of the vehicle.

5) The last name of the customer as it appears on the PPGBL.

6) The TSP shipment registration or PPGBL number.

7) The original weight ticket or tickets relating to the determination of the weight of a shipment must be retained by the TSP as part of the file on the shipment. All freight bills presented to collect any shipment charges dependent on the weight transported must be accompanied by true copies of all weight tickets obtained in the determination of the shipment weight.

8) Reweighing of Shipments: Before the actual commencement of the unloading of the shipment weighed at origin, the customer or government may request a reweigh. When a reweigh has been performed, the TSP will bill using the lower of the two weights (origin weight, reweigh weight).

9) Weighing Procedures - UB: The gross weight will be used in determining charges on the transportation SFR and all other charges based on weight. The gross weight will be determined by scale weight, except where an adequate scale is not available at origin or at destination (when physically delivered to destination transportation officer). In such instances, a constructive weight based upon seven (7) pounds per cubic foot shall be used in determining the applicable charges when authorized by the PPSO.

d. Weighing Procedures - Professional Books, Papers, and Equipment (PBP&E): When PBP&E are included as part of the shipment, the weight of such articles will be annotated separately on the PPGBL; the weight may be obtained using bathroom or platform-type scales. In the event scales are not readily available, a constructive weight of seven (7) pounds per cubic foot may be used. When a constructive weight is used for PBP&E, the symbol “C” will be inserted by the TSP/agent after the weight to indicate a constructive weight was used.

Item 203 Governing Regulations

a. International shipments made under this Tender are subject to the terms and conditions of the PPGBL, the rules and regulations contained herein, and the TSP Tender on file with HQ SDDC. Where rates or other services are based on mileage, Defense Table of Official Distances (DTOD) shall be used.

b. TSP will not render, nor will the Government pay for, any service not authorized herein; EXCEPT when a specific service beyond the scope of this Tender is ordered by the PPSO. Such service(s) will be authorized in writing with the charge(s) agreed thereto and certified by the PPSO on the Government bill of lading or the DD Form 619.

Item 204 Designation of Overseas Theater Command Areas

Rate areas that fall within the below Theater Commands are considered components of the responsible DOD Commands. Rates filed with HQ SDDC that apply between rate areas within the same overseas theater are intra-theater rates. Rates filed with HQ SDDC that apply from a rate area in one theater to a rate area in another theater are inter-theater rates.

Theater Commands supported by HQ SDDC are:

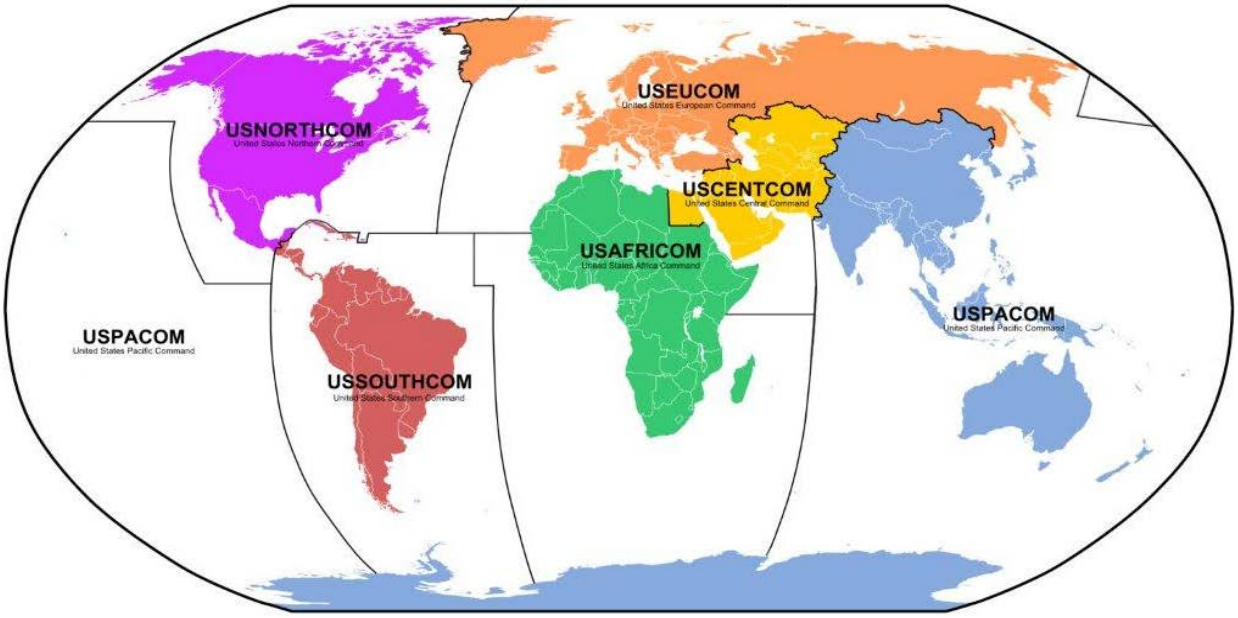
USNORTHCOM USSOUTHCOM

Theater Commands supported by SDDC Personal Property Office-Europe are:

USAFRICOM USCENTCOM USEUCOM

Theater Commands supported by SDDC Personal Property Office-Pacific is:

USPACOM



DOD Commands

Item 205 TSP's Individual International Manual Rate Tenders

Where reference is made to this tender in the TSP's manual Uniform Tender of Rates and/or Charges for Transportation Services, the following abbreviated descriptions may be used and will apply as described in Item 106:

HHG (Code 4)

HHG (Code 5)

HHG (Code 6)

HHG (Code T)

UB (Code 7)

UB (Code 8)

UB (Code J)

Item 206 Holidays

a. Except as otherwise specifically provided in this Tender reference to the term "holiday" will be the date such U.S. national, foreign or officially declared state holidays are observed. When a holiday falls on a Saturday, the holiday will be observed on the preceding Friday. When a holiday falls on a Sunday, the holiday will be observed on the following Monday. Charges in this Tender for holidays will apply only when service is rendered at the request of the PPSO. TSPs are required to service shipments on days other than those listed herein. Union negotiated holidays do not fall into this category.

b. For reference purposes only, U.S. National Holidays are:

New Year's Day	January 1st
Martin Luther King, Jr's. Birthday	The Third Monday in January
Presidents Day	The Third Monday in February
Memorial Day	The Last Monday in May
Independence Day	July 4th
Labor Day	The First Monday in September
Columbus Day	The Second Monday in October
Veterans Day	November 11th
Thanksgiving Day	The Fourth Thursday in November
Christmas Day	December 25th
Inauguration Day, which occurs on January 20th of each fourth year after 1965, is a holiday for the Washington, D.C. area only	

Item 207 Hourly Rates

Charges based on time shall be computed by multiplying the hourly rate by the time involved. Unless otherwise provided, fractions of an hour will be disposed of as follows:

Where the time involved is 15 minutes or less, the charge shall be for one quarter of an hour. When time is in excess of 15 minutes but not more than 30 minutes, charge for one half hour. When in excess of 30 minutes but not more than 45 minutes, charge for three quarters of an hour. When in excess of 45 minutes, charge for one hour.

Item 208 Advanced Charges

Charges advanced by the TSP for services of others engaged at the request of the PPSO will be supported by the TSP with a copy of invoice setting forth services rendered, charges and basis thereof, together with reference to applicable schedule or Tender if charges are assessed in accordance therewith. The charges so advanced are in addition to and shall be collected with all other lawful rates and charges.

Item 209 Disassembly and Reassembly

The SFR does not include removing any outdoor article embedded in the ground or secured to a building, nor the assembling or disassembling of any outdoor articles, such as steel utility cabinets, swing sets, slides, sky rides, jungle gyms, or other outdoor articles of similar nature. The assembling or disassembling of unusual articles found inside of buildings such as German schrunks, water beds, steel shelving, pool tables, elongated work tables, counters, etc., may upon request of the PPSO be disassembled or reassembled subject to labor charges. The shipper, in such case, will be required to furnish, at the time of reassembling, any new hardware, nuts, bolts, etc., necessary to perform the service except that removed by the TSP during disassembly. TSP will not perform these services unless requested and approved by the PPSO.

Item 210 Impracticable Operation

Nothing in this Tender will require the TSP to perform any line haul service or any pick up or delivery service or any other service from or to or at any point or location where, through no fault or neglect of the TSP, the furnishing of such services is impracticable because:

a. The conditions of roads, streets, driveways, alleys or approaches thereto would subject operations to unreasonable risk of loss or damage to life or property;

b. Loading or unloading facilities are inadequate;

c. Any force majeure, war, insurrection riot, civil disturbance, strike, picketing, or other labor disturbance would

   1) Subject operations to unreasonable risk of loss or damage to life or property or

   2) Unreasonably jeopardize the ability of the TSP to render line haul or pickup or delivery or any other service from or to or at other points or locations;

d. Hauling contractors, employees or agents of the TSP are precluded, for reasons beyond the TSP's control, from entering premises where pickup or delivery is to be made;

e. Local, state or Federal restrictions, regulations, or laws prohibit performance of such services by line haul equipment. When service is impracticable for reasons stated in this rule, and service can be completed through the employment of services of third persons, the PPSO may order such service.

Item 211 Articles Requiring Special Servicing for Safe Transportation

a. The transportation SFR includes the servicing and unservicing of household appliances and other articles which have free moving parts, mechanisms, attachments, or accessories which if not properly serviced might be damaged or rendered inoperative during transit. However, when the services of a third party are required to service articles (including disassembly and assembly) of an unusual nature, the TSP will, at the written request of the PPSO, arrange for such servicing. Payment for services of a third party will be advanced by the TSP and billed as an advanced charge. The charge will be supported by the PPSO's authorization and by the third party's invoice.

b. Servicing will not include disconnecting or reconnecting appliances, repairing articles, removal or installation of TV antennas or air conditioners, wiring or plumbing service, and securing stereo arms or turntables.

c. Third Party Servicing DOES NOT APPLY to washers (e.g. front load) and other household articles that require bracing/stabilization (and de-bracing/destabilization) of moveable parts IN or ON such appliances. The cost of this service is considered to be part of the TSPs SFR.

Item 212 Shuttle (Auxiliary) Service

a. It is the responsibility of the customer/employee to ensure shipment is accessible to the TSP or accept delivery from the TSP at a point the normally assigned line haul vehicle/equipment may be safely operated.

b. When it is physically impossible for the TSP to perform pickup of a shipment at origin address or to complete delivery of a shipment at destination address with normally assigned line haul vehicles/equipment due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road; overhead obstructions, narrow gates; sharp turns, trees or shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment. The TSP shall hold itself available at the point of pickup or tender delivery at destination at the nearest point of approach to the desired location where the line haul vehicles/equipment can be made safely accessible.

c. If inaccessibility criteria detailed in Item 212 b. is validated and constitutes the need for shuttle service, the TSP must submit a request for shuttle service pre-approval in DPS prior to providing shuttle service.

NOTE: TSP must provide detailed notes/remarks in DPS at the time of pre-approval request identifying supporting facts IAW Item 212 b.

d. Once TSP receives applicable JPPSO/PPSO pre-approval, the awarded TSP will use or engage smaller vehicle/equipment than its normal line haul vehicle/equipment or provide extra labor for the purpose of transferring the shipment between the origin or destination address and the nearest point of approach by the TSP's line haul vehicle/equipment(s). Charges for the auxiliary service to cover labor and additional vehicle (if used) will be as provided in Chapter 5 and will be in addition to all other transportation or accessorial charges.

e. If the customer/employee does not accept the shipment at nearest point of safe approach by TSP's line haul vehicles/equipment to the destination address, the TSP may place the shipment, or any part thereof not reasonably possible for delivery, in storage at the nearest available DOD-approved warehouse. The responsible PPSO must be informed of such action prior to placement in warehouse.

Item 213 Removal or Placement of Property From or To Inaccessible Locations

The customer is responsible for removal or placement of property from or to attics, basements, and other locations, and to make property available to the TSP where the location of property and goods to be shipped or delivered:

1) is not accessible by a permanent stairway (does not include ladders of any type),
2) is not adequately lighted,
3) does not have a flat continuous floor, and
4) does not allow a person to stand erect. When the PPSO requests and approves the removal or placement of property from or to such areas not readily accessible, labor charges are authorized.

Item 214 Extra Pickup or Delivery

Portions of a shipment may be picked up or delivered at one or more places of origin, destination, or en route.

Item 215 Pickup or Delivery at Commercial Warehouse

a. When the “Primary” Pickup (Block 19) or Delivery (Block 18) is a commercial warehouse rented by the DOD customer, the TSP is “required” to enter the facility, at “no additional cost”, to service the shipment IAW with Item 223 or 224.

b. If an “Additional” pickup or delivery is requested at a commercial warehouse rented by the DOD customer, upon PPSO request, labor rates may apply (with PPSO pre-approval) utilizing item code 509.

Item 216 Storage-In-Transit (SIT) - HHG

a. SIT of property covered by this Tender is the holding of the shipment, or portion thereof, in a DOD approved facility or warehouse used by the TSP or its agent for storage, pending further transportation under the conditions specified below. The TSP may designate any DOD approved facility/warehouse to serve as its agent.

NOTE: Please refer to Item 518 (iHHG) for SIT/Warehouse Handling Charges and Item 534 (iHHG) for additional SIT guidance in support of Tender of Delivery of Containerized Shipments.

b. It is the TSP’s responsibility to meet customer expectations for direct deliveries on shipments with delivery addresses entered in DPS at the time the TSP accepted the shipment.

c. When a shipment is placed in SIT in CONUS, the TSP agrees to the following:

1) Storage. The warehouseman shall have until the close of business of the third (3rd) working day following the date the SIT control number is issued to complete the handling-in services. Personal property shall be stored so as to protect it from loss and damage.
2) Shipping Container. Contents of containerized shipments will not be removed from containers when placed in SIT.
3) Identification. All lots of loose HHG, storage lots, and non-containerized HHG and UB shipments shall be properly identified.

d. A shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. The PPSO will notify TSP of the extension (in DPS and/or writing) and the projected termination date. When the shipment is not removed from SIT during the period authorized by the PPSO, the TSP liability will terminate at midnight of the last day the TSP or warehouseman receives notice from the PPSO (in DPS and/or writing) that the entitlement has ended. The Government bill of lading character of the shipment will cease, the warehouse will be considered the final destination point of the shipment, the warehouseman will become the agent for the shipper, and the shipment then becomes subject to the rules, regulations, charges, and liability of the warehouseman.

1) Liability of the TSP will terminate after such time,

2) The international character of the shipment, or portion thereof, will cease,

3) The warehouse will be considered the destination of the property,

4) The warehousemen will become the agent for the shipper, and

5) The property will then be subject to the rules, regulations and charges of the warehousemen.

e. When SIT is at destination, charges may be billed after SIT is affected as follows:

1) SFR between origin and delivery address shown in block 18 of the PPGBL.

2) Charges for additional services, advances, and other lawful charges performed at origin and while in transit.

f. The transportation rates to apply on shipment stored in transit:

1) At ORIGIN ONLY will be:

(a) Item(s) 520/530 pickup transportation rate from residence to Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the BL at time shipment is accepted by TSP, not the warehouse location) and;

(b) The SFR from the Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the PPGBL at time shipment is accepted by TSP, not the warehouse location) to the destination shown in block 18 of PPGBL.

2) At BOTH ORIGIN and DESTINATION will be:

(a) Item(s) 520/530 pickup transportation rate from residence to Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the BL at time shipment is accepted by TSP, not the warehouse location) and;

(b) The SFR from Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the BL at time shipment is accepted by TSP not the warehouse location) to the destination shown in block 18 of the Government PPGBL and;

(c) Item(s) 520/530 delivery Transportation Rate from Destination SIT (destination SIT is based on the original requested delivery address-Block 18* of the PPGBL at time shipment is accepted by TSP, not the warehouse location) to final destination point.

3) At DESTINATION ONLY will be:

Item(s) 520/530 delivery transportation rate from Destination SIT (destination SIT is based on the original requested delivery address-Block 18* of the PPGBL at time shipment is accepted by TSP, not the warehouse location) to final destination point, regardless if shipment crosses state lines and/or country borders.

(See Item(s) 520 and 530 for Pickup or Delivery Transportation rates to apply on SIT shipments and application thereof.)

NOTE 1: Subject to PPSO approval, the TSP may use any DOD-approved SIT facility. All SIT and related charges are based on the destination city or installation shown in block 18 of the PPGBL unless otherwise authorized by the servicing PPSO.

*NOTE 2: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPGBL will be reflected in the DPS PPGBL at the completion of the pre move survey.

g. The transportation charges to apply on a portion of a SIT shipment delivered from warehouse location to destination will be the applicable transportation rate based on the weight of such portion, subject to the provisions of paragraph (e) of this Item and Item 219.

h. On property consigned to SIT wherein an overflow of property requires that a split shipment be delivered to the storage facility on different dates, the charges for such property will be as follows:

   1) Transportation charges from initial point of pickup to storage location will be based on the combined weight of the property stored in transit, and computation of transportation charges will be as provided in paragraph (e) of this item.

   2) Storage charges in effect on date of actual pickup will be assessed separately on each portion of shipment stored in transit. Minimum weight, as outlined in Item 201, does not apply to each portion of split/partial shipments but will apply to the combined weight of property stored in transit. Storage will be rated separately on each portion added.

   3) Warehouse handling charge will apply only once, based on the combined weight of the property stored in transit.

   4) All subsequent charges will be based on the combined weight of the property stored in transit.

i. During SIT, customer may withdraw a portion of the property. When the selection of items requires unstacking and/or restacking of the shipment or a portion of the shipment, charges for such handling will be assessed in accordance with labor charges (see Item 502 for applicable rates). Charges for transportation furnished, if any, for portion selected for delivery will be assessed on the same basis as would apply to that portion as an individual shipment. The following will be applicable to the portion remaining in storage.

   1) Storage charges will continue to apply on the weight of the remainder of the property.

   2) Charges for transportation furnished, if any, for the delivery of the remainder of the property will be assessed on the same basis as would apply to that portion as an individual shipment.

j. During the SIT period, customer may not add property to those already in SIT.

k. If delivery cannot be made at the address specified on the Government bill of lading because of impractical operation as defined herein, or for any other reason other than the fault of the TSP, and neither PPSO nor customer designates another address where delivery can be made, TSP will place the property in SIT.

l. When property is placed in SIT, in segments, on different dates:

   1) The transportation rates and additional service charges in effect on the date of actual pickup of the first segment will apply to that segment only, and

   2) The transportation rates and additional service charges in effect on the date(s) of actual pickup of each subsequent segment placed in SIT will apply to these subsequent segments.

m. When property is removed from SIT and extra pickups are ordered:

   1) The transportation rates and additional service charges in effect on the date the extra pickup is performed will apply to the entire weight of the extra pickup, and

   2) The transportation rates and additional service charges in effect on the date of the actual pickup of the SIT portion will apply to the entire weight of that portion.

n. Except as specifically provided for herein, each portion of the shipment will be rated at the applicable rate in effect on the date of pickup of each portion, based on total weight of the entire shipment.

Item 217 Storage-in-Transit (SIT) - UB

a. SIT of UB will be handled under the same rules that apply to HHG with the following exceptions:

1) Delivery to residence will be made on date specified for delivery, unless TSP is unable to deliver due to notification for delivery three working days prior to such date. In such case, delivery will be affected no later than three working days after the date of notification. If notification is given before noon on a working day, that day will be day one. If notification is given after noon, the following day will be day one. In either case, storage charges will cease to accrue after day three (3) or the day after goods are removed from storage, whichever is earlier.

2) All references to minimum charges will be based on 300 pounds gross.

b. When a shipment is placed in SIT in CONUS, the TSP agrees to the following:

1) Storage. The warehouseman shall have until the close of business of the third (3rd) working day following the date the SIT control number is issued to complete the handling-in services. Personal property shall be stored so as to protect it from loss and damage.

2) Shipping Container. Contents of containerized shipments will not be removed from containers when placed in SIT.

3) Identification: UB shipments shall be properly identified.

NOTE: Please refer to Item 519 (iUB) for SIT/Warehouse Handling Charges and Item 535 (iUB) for additional SIT guidance in support of Tender of Delivery of Containerized Shipments.

Item 218 SIT Period

SIT service provided in this Tender will be for a period not to exceed storage authorized as specified by the PPSO. PPSO will notify TSP of the extension (in DPS and/or writing) and the projected termination date. When the shipment is not removed from SIT during the period authorized by the PPSO, the TSP liability will terminate at midnight of the last day the TSP or warehouseman receives notice from the PPSO (via DPS) that the entitlement has ended. The Government bill of lading character of the shipment will cease, the warehouse will be considered the final destination point of the shipment, the warehouseman will become the agent for the shipper, and the shipment then becomes subject to the rules, regulations, charges, and liability of the warehouseman.

Item 219 Partial Withdrawal from SIT

a. Items for withdrawal should be indicated at the time of packing, when possible.

b. Only complete cartons or item numbers on the inventory may be withdrawn. Individual cartons will not be opened.

c. Inventory item numbers will be furnished by the customer to the PPSO, who will, in turn, order the service.

d. Certification of DD Form 619 by the PPSO is required.

e. The customer or any other person responsible for payment of the freight charges will have the right to be present at the TSP's facility during the sorting of the property. The TSP will deliver, or the customer has the option to pick up, the property.

TSP is responsible for obtaining actual weight of portion withdrawn; see item 531A for guidance and applicable charges for the applicable transportation rate based on the actual weight of such portion.

Item 220 Performance and Data Periods

The performance periods over which TSPs will be evaluated under this tender will be as follows:

PERFORMANCE PERIOD	DATE PERIODS for CSS
▪ 01 JAN – 14 MAY	▪ 01 NOV – 31 OCT
▪ 15 MAY – 31 JUL	▪ 01 JAN – 31 DEC
▪ 01 AUG – 30 SEP	▪ 01 JUN – 31 MAY
▪ 01 OCT – 31 DEC	▪ 01 AUG – 31 JUL

Performance Scores are calculated and re-ranking of TSPs occurs at the end of each performance period. Ranking is based on a TSPs Best Value Score (BVS) with the Performance Score calculated per shipment market and the Rate Score calculated for each channel and code of service combination in DPS. See DTR Part IV Chapter 403.

Item 221 Use of Foreign Flag Shipping

(221A) Foreign Flag Adjustment

a. Ships registered under the laws of the United States must be used for the carriage of personal property (HHG, personal effects, or POVs) when such ships are available unless the necessity of the traveler's mission requires the use of a ship under a foreign flag.

b. An approval from SDDC, including control number for vessel or a Self-Certification Statement for air (see below) is required for the use of a foreign flag vessel/aircraft. This requirement applies even if a US-flag vessel/aircraft is used for part of the voyage.

c. Rate adjustments will be permitted when rate differentials are involved due to use of foreign flag shipping. When increases or decreases occur in rates due to use of foreign flag shipping, billing and documentation submitted in connection with International shipment, will have differences between the foreign flag vessel/aircraft rate and the rate used in computing the transportation SFR on file at HQ SDDC, adjusted in favor of the TSP or Government on the basis of the ocean/air freight bill which must be submitted to support each Government bill of lading. An example of the adjustment required in the event of an ocean rate increase would be:

International Shipment: 3000 lbs., 450 Cubic Feet, International Rate $32.00 per cwt.

1) 3000 lbs X $32.00 per cwt. = $ 960.00

2) Ocean rate used in constructing the effective International rate: .81 cents per cubic foot.

3) Paid to Foreign Flag Ocean TSP as shown on freight bill: .90 cents per cubic foot.

4) Supplemental charge for ocean freight as stated on the ocean freight bill and computed in accordance with the measurement rule stated in the Tender governing the rate:

   450 cubic feet at .09 cents per cubic foot = $40.50

5) Total charges due International TSP: $1,000.50

d. When it is determined use of a vessel of United States registry will not provide the required service, the International TSP will request permission to use a foreign flag vessel prior to start of movement as follows:

1) Air shipments

   a) To assure compliance with the Fly America Act (49 USC 40118), air carriers and freight forwarders must provide the below self-certification with their invoice/payment request when it is necessary to select a non U.S. Flag carrier for international air transportation. When billing, TSPs should annotate that their self-certification is available for inspection and must provide, when requested. For questions pertaining to the Fly America Act please contact the Department of Transportation, Office of International Aviation at (202) 366-2380 or visit their website at http://www.dot.gov/policy/aviation-policy.

   b) When it is determined use of an aircraft of United States registry will not provide the required service during any segment of the routing to or from the United States, the ITGBL carrier will self-certify to use a foreign flag aircraft prior to start of the movement. Questions concerning self-certification or this procedure may be addressed to USTRANSCOM. Air shipments moving between overseas areas are exempt from having to obtain a foreign flag certificate.

   c) The following principles shall be followed in determining the availability of U.S. Flag air Transportation Service Providers: The first or last leg from and to the U.S. shall be by a U.S. Flag Transportation Service Provider. U.S. Flag air Transportation Service Provider service available at the point of origin shall be used to destination or, in the absence of direct or through service, to the furthest point on a commonly used air route. When an origin or interchange point is not serviced by a U.S. air Transportation Service Provider, foreign flag air Transportation Service Provider service shall be used only to the nearest interchange point on a commonly used air route to connect with U.S. Flag air Transportation Service Provider service.

2) Surface shipments:

a) U.S. Flag vessels participating in the Voluntary Intermodal Sealift Agreement (VISA) will receive preference over other vessels. See Item 229 for the prioritized order for utilization of commercial sealift capacity to meet DOD peacetime and contingency requirements.

b) Approval for use of a Foreign-Flag vessel (whether for part or all of the voyage) must be requested by e-mail from HQ SDDC at the e-mail address at the end of this item. The request may come from the TSP or their agent (e.g. consolidator), and must include the information identified in this section for each shipment covered by the request. Use of foreign flag vessels is not authorized when the International HHG TSP, for its convenience, selects a port of loading where ocean transportation is available only by foreign flag vessel in lieu of a port customarily served by U.S. Flag vessels. Therefore, when a TSP, for its convenience, elects to use a port not normally serviced by U.S. Flag vessels, HQ SDDC may not approve use of a Foreign-Flag vessel. It is understood by the TSP the selection of such a port is at its risk should it become necessary to divert the shipment to a port providing U.S. Flag vessel service. The movement of cargo partly by U.S. Flag vessel and partly by foreign flag feeder vessel will not be approved when a U.S. Flag vessel is available to transport HHG to their destination. TSP's agents may, if authorized in writing by the TSP, make the submission on behalf of the TSP. HQ SDDC will furnish advice to International HHG TSPs as to the general availability of U.S. Flag vessels between specified origin and destination places when requested. If any segment of the intended routing involves use of a foreign flag vessel, the TSP may not finalize arrangements using a foreign-flag vessel for any part of the journey without SDDC approval, including a valid HQ SDDC control number.

c) The request for authorization to use a foreign flag TSP will be accomplished and submitted to the appropriate HQ SDDC office by e-mail (or facsimile by prior telephonic arrangement should e-mail not function) IAW the following:

1) Not more than 15 calendar days following the date of HHG pickup.

2) Not less than seven (7) calendar days prior to booking cargo with a Vessel Operating Common Carrier (VOCC).

TSPs will submit request by email to the HQ SDDC organizational email account listed below.

NOTE: If the request is submitted in an untimely fashion, the request is subject to disapproval especially if a US-flag vessel was available to meet the requirement had the request been made in a timely manner. Consideration of an untimely filed certificate will be at the discretion of the HQ SDDC reviewing official. No late requests will be considered unless TSP fully documents all extenuating circumstances preventing an on time request and such circumstances are deemed substantive cause for late filing by HQ SDDC reviewing official. Any subsequent reconsideration will be by HQ SDDC. In all instances, HQ SDDC will respond within seven (7) calendar days of receipt of certificate request. Limited attempts may be made by HQ SDDC within that timeframe to resolve minor factual omissions or clarify supporting information. Response to Transportation Service Provider will be by electronic transmission (email, the most expeditious means available).

d) Requests for a foreign-flag waiver must:

1) Be in the format prescribed by HQ SDDC and accompanied by the HHG Foreign Flag Waiver Request form below containing data elements for the shipment. This spreadsheet will be posted on HQ SDDC Personal Property's website or can be requested at the email address below. The Justification Certificate below will be submitted in conjunction with the spreadsheet for waiver requests.

2) Be accompanied by e-mail attachments of correspondence from two or more US-flag carriers providing service on or near the lane in question indicating that full US-flag service is not available. Contact information for the representatives of US-flag carriers can be provided upon request. The correspondence must be actual e-mail traffic within the previous 30 days between the TSP (or its representative) and the carriers regarding the specific ocean lane. Screen shots of internet vessel schedules do not meet this requirement.

3) Be accompanied by a copy of the GBL for each shipment for which a waiver is requested. If, for example, two separate shipments are in the same container and managed by the submitting TSP, two GBLs must be attached, along with two rows of the required spreadsheet information.

4) Be clear as to the level of waiver requested, either P3 (all-foreign-flag) or P2 (partial foreign-flag, partial US-flag). If P2, indicate the US-flag leg, and the foreign-flag leg.

5) Be accompanied by an explanation – if a higher level of US-flag service (e.g. P1 or P2) is available – why a lower-level US-flag is being requested. For example, a shipment from Bahrain to USA for which US-flag service is available transpacific but not transatlantic, and using the US-flag transpacific will jeopardize the RDD.

6) Be accompanied by an explanation of any tardy requests. Note: TSPs may not hold cargo (whether for consolidation or for other reasons) beyond the relevant deadlines of the latest US-flag vessel or combination of vessels available for delivery by RDD.

HQ SDDC
ADDRESS/COMMUNICATION

Official Mail Address	**Telephone, FAX**
HQ SDDC Ocean Cargo Division 1 Soldier Way, 1900 W. Scott AFB, IL 62225	TEL: (618) 220-6867/5870/6925 DSN: 770-6867/5870/6925 EMAIL: usarmy.scott.sddc.mbx.ffw-team@mail.mil

3) Payment: Certificates not having an AMC/DSC control number will cause TSPs billing to be rejected and is grounds for post pay audit action. Payment requires a properly completed justification certificate.

HHG Foreign Flag Waiver Request Form

File Location: http://www.sddc.army.mil/PP/default.aspx Personal Property>Defense Personal Property Program>Phase II Business Rule Attachments>International>HHG Foreign Flag Waiver Request Form

RDD	Service Member	Turn in / Pick up Date	Origin	Requested POE	Requested POD	Destination	POV / HHG / Other	VPC Location	Requested Level	Requester	SCAC	GBL/Order #	Remarks
Define the RDD	Please fill in last name of Service Member (or DOD civilian)	For HHG - - define the date truck departed from house	Origin door (for HHG)	Define requested POE (Optional)	Define requested POD (Optional)	Destination door	Define as HHG	Fill in "No"	Define what level the request is: P2 or P3	Name of person sending the request to SDDC	Define SCAC	Define Order number	Add any additional information
							HHG	No					

Note 1: P2 Service is combination service of US Flag and Foreign Flag
Note 2: P3 Service is Foreign Flag
Note 3: Submit this spreadsheet with the Justification Certificate (located in the International Tender Chapter 2) and submit all correspondences (emails, letter, etc.) supporting US Flag service is not available to TSP.

JUSTIFICATION CERTIFICATE FOR USE OF A FOREIGN FLAG OCEAN VESSEL

HQ SDDC CONTROL #: _____ SUBMISSION DATE: _____

HQ SDDC Receipt Date: _____

TSP: _____ SCAC: _____

Award Date: _____ PPGBL #: _____

OTO #: _____

Pickup Date:_____ RDD: _____

Origin: _____ Destination: _____

Property owner's name and rank:_____

Name of Foreign Flag TSP:_____

(Legal name of operator)

Foreign flag TSP will be utilized between _____ on _____ on

(Port of Embarkation) (Date of Embarkation)

_____ arriving at _____ on _____

(Name of vessel & voyage number) (Port of Debarkation) (Date of Debarkation)

I certify that it is necessary to transport the household goods and/or personal effects of the above-named property owner by foreign flag TSP as designated above for the following reasons:

_____

_____

_____

(A FULL EXPLANATION IS REQUIRED)

NOTE 1: The explanation must include documented description of efforts made to secure U.S. Flag TSP (including points of contact (names & telephone numbers and copies of email traffic to/from U.S. Flag Ocean Carriers indicating non-availability) with at least two (2) U.S. Flag Carriers contacted.

NOTE 2: TSP must provide a detailed list of all GBLs they are requesting to be moved under the Foreign Flag waiver request. The request will contain Customers First and Last Name, GBL #, Weight, and RDD for all shipments tendered to them.

_____

(Signature of TSP Official)

.

_____ _____

(Title) (Date)

Attached:

PPGBL: Yes / No OTO Award Message: Yes / No

(If no, provide explanation.)

NOTE 3: The PPGBL rate on file with HQ SDDC will be protected to the extent provided IAW the applicable International Tender.

NOTE 4: HQ SDDC's email response to each individual FFW request will serve as the official decision and provide the HQ SDDC certification for all approved FFW requests.

Statement of Non-Availability of U.S. Flag Air Carriers

International air transportation of property by U.S. Flag air carriers was not available and/or it was necessary to use foreign-flag air carrier service for the following reasons:

Shipment Identification: _____

I certify that it was necessary for _____ to use _____
(Forwarder / SCAC) (Foreign Flag Carrier)

between _____ and _____ enroute from _____ to _____ on _____
(Date)

due to the following reason(s): _____

(Include description of efforts made to obtain US Flag service and **copies of email traffic to/from U.S. Flag Airlines indicating non-availability*.)***

_____ _____

Transportation Service Provider's Signature Date

Item 222 Air Clearance Authorities

a. ARMY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial:	(256) 955-9764/65	DSN: 645-9764 / 9764
Fax: Commercial:	(256) 955-3246	DSN: 645-3246

b. NAVY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial:	(877) 418-6824	
Fax: Commercial:	(757) 443-1655	DSN: 646-1655

c. AIR FORCE AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial:	(937) 257-4946	DSN: 787-4946
Fax: Commercial:	(937) 257-3185	DSN: 787-3185

d. MARINE CORPS AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial:	(760) 577-6842	DSN: 282-6842
Fax: Commercial:	(760) 577-6679	DSN: 282-6679

Item 223 Application of Transportation SFR – HHG

(223A) Customs Inspection Charge
(223B) Agricultural Inspection

a. Transportation SFR INCLUDES THE FOLLOWING SERVICES:

1) Packing, including use of cartons/containers and materials from origin to destination and unpacking of cartons/containers and crates. When Government-owned containers are utilized or when packing is not required, reductions to the SFR will be annotated on the PPGBL. Shipping containers and packing materials furnished by the TSP will remain the property of the TSP.

2) For all shipments from Germany to CONUS, TSPs are responsible for providing the following services:

   a) Identifying clearly all outdoor articles consecutively on the last page of the HHG descriptive inventory.

   b) Packing all outdoor articles in the same container and as close to the front door as possible.

   c) Stenciling "OHA" on the exterior of all containers which include outdoor articles.

3) Servicing and unservicing of appliances, except third party service.

4) All land, water and air transportation, EXCEPT:

   a) Additional land transportation charges for shipments picked up or delivered from or to SIT.

   b) Port handling and stevedoring services within the military ocean terminal or within the commercial ocean terminal, when used in lieu of the military ocean terminal, and Government-arranged ocean movement (Code 5).

   c) Terminal services within the AMC terminal and Government-arranged air movement (Code T).

   d) Bunker fuel charges (BSC), air fuel surcharges (231), port security surcharge (COF) /congestion surcharges (CON), and/or war risk surcharges (WAR), where applicable, and when actually billed to the International TSP by ocean freight TSP, air TSP or port agent pursuant to regularly filed Tender(s) with the Regulatory Bodies or Commissions. Such charges will be separately stated on the GBL and supported by prorated ocean, air TSP or port agent invoices for the actual amount. (See Item 513 for application of the Fuel Surcharge for CONUS line haul, including Alaska and Hawaii). Note: port agents as used here means agents of the governmental body operating the seaport or air terminal where charges are incurred.

e) See Chapter 7, Item 702 for exceptions to the application of the SFR for One-Time-Only shipments.

5) Customs Clearance:

a) TSP will arrange all customs clearance and other related services that pertain to and influence the movement of personal property (gun control, quarantine, pest infestation, etc.) and will comply with all DOD, foreign, and domestic regulations.

(1) Inbound shipments to Guam, with documented Privately Owned Firearms are subject to an approved charge under Item 223A of **$1.00** per cubic foot of all HHGs containers (crates) identified under the GBL shipment. All charges must be accompanied by an official invoice issued by the Guam Container Freight Station (CFS).

(2) Inbound shipments to Guam, with documented Motorcycles are subject to an approved charge under Item 223A of **$1.00** per cubic foot of the Motorcycle crate only identified under the GBL shipment. All charges must be accompanied by an official invoice issued by the Guam Container Freight Station (CFS).

b) Export and import documentation services involving customs clearances; movement of shipment arriving in CONUS, in bond, to the U.S. Customs House nearest the ultimate consignee. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

c) Known customs and agricultural inspection charges

6) Removal and placement of each article in the residence/warehouse or other building.

7) Hoisting or lowering of article.

8) Elevator, stair and excessive distance carry, piano/organ carry and/or heavy or bulky item charge (exception: see paragraph b.(5) below).

9) Ferry, tunnel and bridge charges/tolls.

10) Pre-lodge costs, i.e., those costs incurred as a result of the advance notification and document delivery of shipments to military ocean terminals (Code 5).

11) Pier Pass (https://www.pierpass.org) or related charges levied in an attempt to reduce truck traffic and pollution during peak daytime traffic hours and to alleviate port congestion.

b. Transportation SFR WILL NOT INCLUDE:

1) Storage, waiting time and/or handling charges (includes excess line haul costs associated with movement of shipment in bond to the U.S Customs House nearest the ultimate consignee), caused by failure of the origin transportation officer to furnish acceptable custom documents or by refusal of customs officials to clear shipments. These charges will be billed at rates provided in this Tender when performed by the TSP. When services are performed by a third party, billing will be at the actual cost charged to the TSP and supported by third party invoices. The billing will reference applicable rate schedules and/or Tenders when charges are assessed in accordance with such publications. Charges for excess line haul costs, associated with movement in bond, are those expenses over the TSP's normal line haul operating expenses. Such expenses will be supported by an invoice for the actual charges, along with a copy of the freight agreement or other supporting documentation, to justify the excess cost.

2) Agricultural and VACIS (Vehicle and Cargo Inspection System) inspections, dis-infestation, decontamination, fumigation, demurrage or other charges not the fault of the TSP and that are random and infrequent in nature such that it is impractical for any TSP to include these charges in their SFR. TSPs are responsible for packing, transporting, storing, and delivering items free of pests and/or infestation (i.e. insects, rodents, etc…). If TSP identifies pests and/ or infestations during packing and pickup, TSPs are required to contact the Origin PPSO and document accordingly prior to property being removed from customer's residence. TSP shall be liable for all cleaning costs if inspected personal property shipments are found to contain pests or other infestation that were not documented as pre-existing with the Origin PPSO at the time of packing and loading IAW the Claims and Liability guidelines.

NOTE: VACIS is a Vehicle and Cargo Inspection System (VACIS) that uses gamma ray technology to produce images of tankers, commercial trucks, sea and air containers, and other vehicles for contraband such as drugs, weapons, and currency. The system was developed as a joint project between the U.S. Customs Service, the Office of National Drug Control Policy, and the Department of Defense.

3) Servicing of articles requiring services of third parties.

4) When an article cannot be picked up or delivered from a residence by the conventional method (doorways, stairs, elevator to floor) or the structural nature of the residence must be changed to accommodate a pickup or delivery (removal of windows, doors, etc.), the TSP, upon approval of the PPSO will be authorized third party service or labor rates under Item 502, if performed by a local agent. This exception is directed at the pickups and deliveries from high rise apartment buildings (higher than 2 floors) and is not intended to be used for minor hoisting and lowering, such as first floor balconies in apartments and single family dwellings.

5) a) Shipments picked up or delivered to a mini warehouse, which involve a carry in excess of 75 feet between the TSP vehicle and entrance door to the actual storage unit where household goods are physically located, the PPSO can authorize an excessive distance carry charge. Item 532 lists the schedule of charges.

   b) Shipments picked up or delivered to a residence, with construction or other safety factors that prevents the TSP (through no fault of their own) from normal carry access within 75 feet, the PPSO can authorize an excessive distance carry charge. Approval must be granted prior to service being performed. Item 532 lists the schedule of charges.

6) Charges to the TSP by agents of the governmental body operating the seaport or air terminal where charges are incurred. Charges will only be considered when DOD specific and/or temporary in nature

7) Fees that are uniquely associated to the presence of alcohol and supported by a third party invoice (e.g. broker fees). Third party providers are prohibited from collecting fees from the customer and TSPs are prohibited from billing customers directly for fees with the exception of excise taxes, duties, and fees assessed on the Customs and Border Protection (CBP) Form 7501 (U.S. Customs and Border Protection Entry Summary).

   NOTE:

   a) The TSP is responsible to completely “customs clear” the shipment. TSPs will submit 3rd party invoices for charges related to alcohol in shipments for PPSO review. The signed CBP Form 7501 that will indicate the excise taxes due in Block 40. The TSP, not the broker, will provide the customer a copy of the CBP Form 7501 along with a copy of the invoice for their record. The TSP will coordinate with the customer for refunding only the fees assessed by CBP on the Form 7501 in block 40.

   b) If the TSP uses a licensed broker to “customs clear” a shipment containing alcohol, the TSP is authorized reimbursed for the fee(s). The TSP, not the broker, will submit an invoice (excluding the excise taxes levied on the CBP 7501 in block 40) for the broker fee(s) to the Origin PPSO with supporting documentation (i.e. broker’s invoice, CBP Form 7501, etc). The TSP will invoice using Item Code 223A with a note explaining (i.e. broker fee(s) for alcohol shipment, see documentation).

   c) If TSPs or PPSOs have questions/concerns they can contact HQ SDDC Special Requirements and Rates team at usarmy.scott.sddc.mbx.pp-billings@mail.mil

   d) Currently, the United States Marine Corps (USMC) requires their USMC sponsored personnel to perform a personally procured move (PPM) for the shipment of alcohol. The PPSO is required to check the HQ Services specific regulations to verify shipping entitlements.

Item 224 Application of Transportation SFR - UB

The transportation SFR, per gross hundredweight, filed with HQ SDDC, including shipments between or within overseas (inter-theater/intra-theater) command applies from origin area to destination area, on UB shipments controlled by and moving on PPGBL. The SFR includes packing and pickup at any point within the origin area and delivery and unpacking to any point within the destination area

a. Transportation SFR includes the following services:

1) Packing, including use of packing containers and materials from origin to destination.

2) Unpacking of internal cartons/containers/crates

3) Servicing and un-servicing of appliances.

4) All land, water, and air transportation, except:

a) Additional land transportation charges for shipments picked up or delivered from or to SIT.

b) Port handling and stevedoring services within the military ocean terminal and Government-arranged ocean movement.

c) Terminal services within the AMC terminal and Government-arranged air movement.

d) Bunker fuel charges (BSC), air fuel surcharges (231), port security surcharge (COF) /congestion surcharges (CON), and/or war risk surcharges (WAR), where applicable, and when actually billed to the International TSP by the ocean freight TSP, air TSP or port agent pursuant to regularly filed Tender(s) with the Regulatory Bodies or Commissions. Such charges will be separately stated on the GBL and supported by ocean, air TSP or port agent invoices for the actual amount. (See Item 513 for application of the Fuel Surcharge for CONUS line haul, including Alaska and Hawaii). Note: port agents as used here means agents of the governmental body operating the seaport or air terminal where charges are incurred.

5) Customs Clearance:

a) TSP will arrange all customs clearance and other related services that pertain to and influence the movement of personal property (gun control, quarantine, pest infestation, etc.) and will comply with all DOD, foreign, and domestic regulations.

b) Export and import documentation services involving customs clearances; movement of shipment arriving in CONUS, in bond, to the U.S. Customs House nearest the ultimate consignee. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

c) Known customs and agricultural inspection charges

6) Placement and/or unpacking of UB external shipping container/crate into customer's residence, cutting of bands, opening of external container/crate and unpacking of internal boxes/containers. If shipping container is too large for placement into residence, property must be removed and placed into residence as part of SFR.

7) Ferry, tunnel, and bridge charges/tolls.

8) For baggage shipments delivery is included in the SFR.

9) At CONUS destinations where TSP is not represented by a UB agent, provide the PPSO the name, address, and telephone number of a point of contact who will make arrangements to accomplish those destination services that may be required by the local PPSO.

10) Advise the destination PPSO by electrical transmission in advance of the RDD with the reason for delay and specify the date the shipment will be available for delivery in the event a shipment cannot be delivered by the RDD.

11) Pier Pass (https://www.pierpass.org) or related charges levied in an attempt to reduce truck traffic and pollution during peak daytime traffic hours and to alleviate port congestion.

b. Transportation SFR WILL NOT INCLUDE:

1) Storage, waiting time, and/or handling charges (includes excess line haul costs associated with movement of shipment, in bond, to the U.S Customs House nearest the ultimate consignee), caused by failure of the origin transportation officer to furnish acceptable custom documents or by refusal of customs officials to clear shipments. These charges will be billed at rates provided in this Tender when performed by the TSP. When services are performed by a third party, billing will be at the actual cost charged to the TSP and must be supported by third party invoices. The billing will reference applicable rate schedules and/or Tender when charges are assessed in accordance with such publications. Charges for excess line haul costs, associated with movement in bond, are those expenses over the TSP's normal line haul operating expenses. Such expenses will be supported by an invoice for the actual charges, along with a copy of the freight agreement or other supporting documentation, to justify the excess cost.

2) Agricultural and VACIS (Vehicle and Cargo Inspection System) inspections, dis-infestation, decontamination, fumigation, demurrage or other charges not the fault of the TSP and that are random and infrequent in nature such that it is impractical for any TSP to include these charges in their SFR. TSPs are responsible for packing, transporting, storing, and delivering items free of pests and/or infestation (i.e. insects, rodents, etc…). If TSP identifies pests and/ or infestations during packing and pickup, TSPs are required to contact the Origin PPSO and document accordingly prior to property being removed from customer residence. TSP shall be liable for all cleaning costs if inspected personal property shipments are found to contain pests or other infestation that were not documented as pre-existing with the Origin PPSO at the time of packing and loading IAW the Claims and Liability guidelines.

NOTE: VACIS is a Vehicle and Cargo Inspection System (VACIS) that uses gamma ray technology to produce images of tankers, commercial trucks, sea and air containers, and other vehicles for contraband such as drugs, weapons, and currency. The system was developed as a joint project between the U.S. Customs Service, the Office of National Drug Control Policy, and the Department of Defense.

3) Servicing of articles requiring service of third parties, when ordered or authorized in writing by the PPSO.

4) Charges to the TSP by agents of the governmental body operating the seaport or air terminal where charges are incurred.

NOTE: Charges will only be considered when DOD specific and/or temporary in nature.

Item 225 Special Provisions for Movement of Personal Property

When circumstances beyond the control of the TSP or Government prevent the TSP/agent from performing services under normal means, special provisions will be authorized to continue movement of property. Provisions will be added or amended, as required, in Chapter 5 of this Tender.

Item 226 Certification of DD Form 619 in the Republic of the Philippines

a. Air Force Shipments. DD Forms 619 must be sent to the following for certification:

Chief, Traffic Management Branch
ATTN: LGTRT
25 E Street, Suite I326
Hickam AFB, HI 96853-5427

b. Navy Shipments. Certification of DD Form 619 for accessorial services may be accomplished by the customer or customer's designated agent, not the TSP's agent.

Item 227 Pickup at or Delivery to a Military Terminal

When notified that an entire shipment is available for pickup at a military terminal (air or water), the TSP will pick up the shipment as soon as possible, but not later than one (1) workday for military air terminals and not later than five (5) workdays for military water terminals from date of receipt of notification. If the shipment is not removed within that period, the terminal PPSO has the option of charging storage in accordance with the rate tender beginning on the second or sixth day (whichever is appropriate) and/or terminating the PPGBL and issuing a new PPGBL for onward movement by the same or different mode/method of transportation. Upon delivery of a shipment to a military air or ocean terminal, the TSP agrees to provide the terminal PPSO with a memorandum copy of the PPGBL describing the shipment.

Item 228 General Average/Salvage

On ocean shipments, in addition to its Tender, the TSP assumes full liability for and will pay all contribution in general average or salvage assessed against personal property and will provide bonds or make arrangements for the prompt release of the shipments from any maritime lien arising there from.

Item 229 DOD Peacetime and Contingency (VISA) Sealift Requirements

a. The Secretary of Defense has approved the Voluntary Intermodal Sealift Agreement (VISA) as a sealift readiness program for the purpose of Section 909 of the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1248)

b. The objective of VISA is to provide DOD a coordinated, seamless transition from peacetime to wartime for the acquisition of commercial sealift and intermodal capability to augment DOD's organic sealift capabilities.

c. VISA is designed to create close working relationships between the Maritime Administration (MARAD), U.S. Transportation Command, and participants through which contingency needs and the needs of the civil economy can be met by cooperative action. During contingencies, participants are afforded maximum flexibility to adjust commercial operations by TSP Coordination Agreements (CCA), in accordance with applicable law.

d. TSPs filing rates in response to this Tender must comply with the Voluntary Intermodal Sealift Agreement (VISA) priorities listed below for the ocean portion of the overall movement. For the purpose of this item, to allow VISA participants the first opportunity to directly meet DOD requirements, the underlying ocean bill of lading must be issued by a VISA participant to qualify for priorities (1), (3), and (5).

   1) U.S. Flag vessel capacity operated by a participant and U.S. Flag Vessel Sharing Agreement (VSA) capacity of a participant.

   2) U.S. Flag vessel capacity operated by a non-participant.

   3) Combination U.S./foreign flag vessel capacity operated by a participant and combination U.S./foreign flag VSA capacity of a participant.

   4) Combination U.S./foreign flag vessel capacity operated by a non-participant.

   5) U.S.-owned or operated foreign flag vessel capacity and VSA capacity of a participant.

   6) U.S.-owned or operated foreign flag vessel capacity and VSA capacity of a non-participant.

   7) Foreign-owned or operated foreign flag vessel capacity of a non-participant.

Item 230 Release of Cost Data

Proprietary rate and cost data, submitted by TSPs upon request of HQ SDDC, is not releasable under the Freedom of Information Act.

Item 231 Surcharge

(231A) Air S/C

Surcharge: An extra fee, levied to a shipment, paid by the transportation service provider and sometimes reimbursed by the U.S. Government. Except for those five surcharges identified below, surcharge reimbursement is considered on a case-by-case basis with reimbursement decision resting at the sole discretion of the Surface Deployment and Distribution Command. Specific surcharge definitions are provided below:

a. **Air Fuel Surcharge (231A)** – An extra charge that is charged to the TSP by the aerial TSP. This surcharge is applicable to codes of service 6 and 8.

b. **Bunker Surcharge (BSC)** – An extra charge, also known as Bunker Adjustment Factor (BAF) or Fuel Adjustment Factor (FAF), sometimes added to ocean TSP rates to offset for the additional cost of the ships' bunker fuel beyond the normal cost included in the ocean freight rate. This surcharge is applicable to codes of service 4 and 7 and allowed as a pass through charge when supported by an ocean bill documenting bunker fuel charges as paid by the TSP for fuel that powers the engine of a ship. BSC is based on Port to Port movement of shipment by vessel. There will be no land cost included in the BSC.

1) BSC compensation may be approved if the TSP provides supporting documentation showing the BSC calculation with auditable documentation showing the BSC charged by the Ocean Carrier. This may include a copy of the Ocean Bill of Lading (OBL) from the actual Ocean Carrier or an invoice from a 3rd party or freight forwarders but ONLY if it includes either direct documentation from the Ocean Carrier or a web link to an Ocean Carrier website (e.g. Trans-Atlantic American Flag Liner Operators (TAAFLO) and Trans-Pacific American Flag Berth Operators (TPAFBO)) where the BSC charged by the Ocean Carrier can be confirmed. In all cases, the BSC invoice must reflect the following:

a. Total BSC/BAF for each GBL on the invoice
b. Total net weight of GBL(s) in the SEAVAN
c. Total cost of the BSC/BAF (cost of the SEAVAN based on size (i.e. 40ft or 45ft))
d. Sail date
e. Ocean Carrier Waybill or a web link to the Ocean Carrier website where BSC charge can be validated

2) The Ocean Carrier Waybill or a web link to the Ocean Carrier website must be provided to JPPSO/PPSO so they can validate the BSC charge.

3) Below is an example of the information that would be on BSC invoice. The following BSC/BAF calculation "example" applies:

a. Example scenario:

2 GBLs/shipments in a 40ft SEAVAN with a total of 10 pieces. The total cubic feet used in the SEAVAN is 1,921 cu ft. The total cost of the BSC/BAF for the SEAVAN is $1,030 USD:

GBL#	Net Wt.	Gross	Cube	PCS	SCAC
AGFMXXXXXXX	3385	4315	591	3 of 3	XXXX
HAFCXXXXXXX	7589	9868	1330	7 of 7	XXXX
	10974	14183	1921	10	

b. Divide the total cost of the BSC/BAF for the SEAVAN by the total cubic feet used in the SEAVAN to get the per cubic foot cost:

$1,030 / 1921 = 0.536179

c. Multiply the cubic feet of each shipment to determine their individual cost:

591 x .536179 = $316.88178	$316.88
1330 x .536179 = $713.11807	$713.12
	$1,030

NOTE: Please be advised, if the TSP's invoice amount does not match the PPSO's validation it may be subject to dispute or denial, until the discrepancy has been resolved.

c. **War Risk Surcharge (WAR) –** Insurance coverage for loss of goods resulting from any act of war or as a result of the vessel "entering" the war risk area when billed by the ocean/air TSP. This charge is only applicable to areas deemed "war risk" areas provided in the following website: http://watch.exclusive-analysis.com/jccwatchlist.html (please refer to: Listed Areas); surcharges are applicable to codes of service 4, 6, 7, and 8.

d. **Port/Terminal Security Handling Surcharge (COF) –** An extra charge that is billed to the TSP for security of their cargo while at the port of embarkation/debarkation. This surcharge is applicable to codes of service 4, 6, 7, and 8. TSP must provide a copy of the invoice from the Port Authority (not a 3rd party provider or Port Agent) to the PPSO.

e. **Port Congestion Surcharge (CON)** – An extra charge that is billed to the TSP for controlling the congestion of trucks/vessels entering/departing the port. This surcharge is applicable to codes of service 4 and 7. TSP must provide a copy of the invoice from the Port Authority (not a 3rd party provider or Port Agent) to the PPSO.

NOTE: Air fuel, Bunker, War Risk, Port/Terminal Security Handling (COF), and Port Congestion (CON) surcharges are not applicable on shipment codes of service T, 5, and J.

Item 232 TSP Representation

If the awarded TSP updates or changes either of the valid origin and destination shipping agent representative fields in DPS, an automated email will be sent to the customer's designated email account in the counseling module. TSPs that fail to maintain accurate representative data in DPS may be subject to punitive action.

Item 233 Emergency Services

a. Not with standing any other provision of this International Tender, Transportation Service Providers may be requested to provide equipment, personnel, and services not described herein as may be required to accommodate surges to the Government's requirements. These requirements may materialize in the event of a declaration of war, National emergency, natural disaster, or other non-forecasted contingency of a military or humanitarian nature. HQ SDDC may, at any time, negotiate with Transportation Service Providers to make changes in writing or orally (to be formalized in writing) to the work ordered that is within the general scope of this tender, with compensation mutually agreed upon by HQ SDDC and the Transportation Service Providers involved. Changes may include, but are not limited to:

(1) Terms and conditions of the International Tender (i.e. tonnage increases, extended Pickup and Delivery Line Haul Service areas;
(2) Method or manner of performance of the work, to include extending operating hours;
(3) Acceleration in the performance of work.

b. Any other written or oral order from any source other than as directed by HQ SDDC will not be considered valid until approved by HQ SDDC. Such orders will be considered by HQ SDDC only after the Transportation Service Provider gives HQ SDDC written notice stating the date and circumstances, and the source of the order. The Transportation Service Provider may process the change, as set forth below, upon approval by HQ SDDC.

c. Except as provided in this provision, no order, statement, or conduct of any transportation official shall be treated as a change under this provision or entitle the Transportation Service Provider to an equitable adjustment. No proposal by the Transportation Service Provider for an equitable adjustment shall be allowed if asserted after final payment.

d. Billing. Line haul and accessorial charges under this provision will be billed at the levels agreed upon under this item. All charges associated with shipments moving under this item must be accompanied by a note within DPS containing the following statement: "These charges are in accordance with adjustments or negotiations for services authorized by HQ SDDC message/letter dated " DD/MM/YYYY, Subject: Item 232 and the Applicable Publication Number [e.g. IT-13]."

CHAPTER 3 - CONDITIONS, RULES AND TSP ADMINISTRATIVE REQUIREMENTS

Purpose

This chapter contains terms, conditions and rules, TSP administrative requirements and rules that the TSPs agree to adhere to for participation in the International program. By the filing of rates, TSPs verify they will adhere to the terms, conditions, rules, and accessorial rates and charges contained in this Tender.

Item 300 Rate Filing Prerequisites

TSPs must have satisfied all administrative requirements IAW DOD Personal Property Program regulations, publications, and guidelines (e.g. DTR Pat IV, Chapter 403, International Tender and HQ SDDC Pamphlet 55-4).

NOTE: To see additional information on obtaining or expanding TSP approvals please visit HQ SDDC Personal Property website www.sddc.army.mil/pp/default.aspx.

Item 301 Traffic Distribution

Shipment management and traffic distribution for International Standard, Special Solicitation, and Volume move shipments will be in accordance with the DTR, Part IV, Chapter 402 and corresponding rate cycle International Tender.

a. International Channels with Accepted Rates on File: Based on the effective DPS Traffic Distribution List (TDL), only TSPs that are approved for International markets (iHHG & iUB) with accepted rates on file will be offered and awarded Standard and Special solicitation shipments.

b. International Channels without Accepted Rates on File: TSPs without accepted rates on file for a specific channel will not be included in the effective annual rate cycle (Peak & Non-Peak) TDL and will not be offered shipments.

NOTE: One-Time-Only (OTO) approved International OTO/BOTO TSPs may submit SFR bids for individual OTO/BOTO shipment solicitations. Each OTO/BOTO shipment will have its own TDL created and ranked IAW Chapter 7 of this Tender.

Item 302 Criteria for Eligibility as Small Disadvantaged Business Concern for the Purpose of Transportation Service Acquisition

For the purpose of transportation service acquisition, the term "disadvantaged" refers to socially and economically disadvantaged individuals as defined below:

a. Socially disadvantaged individuals are those U.S. citizens who have been subjected to racial or ethnic prejudice or cultural bias because of their identity as a member of a group without regard to their individual qualities.

b. Economically disadvantaged individuals are those socially disadvantaged individuals whose ability to compete in the free enterprise system has been impaired due to diminished capital and credit opportunities as compared to others in the same line of business and competitive market area that are not socially disadvantaged. Socially and economically disadvantaged individuals are defined as "Black Americans, Hispanic Americans, Native Americans (includes American Indians, Eskimos, Aleuts, and Native Hawaiians) Asian-Pacific Americans, and other minorities found to be disadvantaged by the Small Business Administration."

c. To qualify as a small disadvantaged business, a concern must be a small business concern with at least 51 percent of the stock owned by one or more socially and economically disadvantaged individuals; or a publicly-owned business with at least 51 percent of the stock owned by one or more such individuals. Management and daily business operations must be controlled by one or more socially and economically disadvantaged individuals.

Item 303 Filing with Regulatory Bodies

TSP(s) certifies (certify), where required, the requisite number of copies of this Tender is being filed concurrently with the Surface Transportation Board, in accordance with the Interstate Commerce Act, or with other regulatory agencies, as appropriate.

Item 304 Compensatory Rates

a. Rates submitted will be filed in compliance with the policies and procedures of this Tender. TSPs should evaluate each rate filed to ensure that quality service can be provided at that rate. Rates will be filed only between those rate areas where the TSP desires to serve. TSPs must provide service to the entire rate area and not just the area immediately surrounding the installation. TSPs filing rates and refusing to serve the entire rate area may have their rates removed for the rate area.

b. HQ SDDC may initiate set off action or seek recourse against surety for any increased expenditures to the Government, such as re-procurement costs for transportation services, resulting from a TSP failing to honor its rates.

Controlled rate areas are:

Australia	Italy	Portugal
Azores, The	Japan-Central	Puerto Rico
Bahrain	Japan-North	Sicily
Belgium	Japan-South	Spain
Crete	Japan-OTO	Turkey
Germany	Korea	United Kingdom
Guam	Netherlands, The	(England and Wales)
Hawaii	Okinawa	

Item 305 Selective Use of Code 5 / Direct Procurement Method (DPM)

Based on evaluations of traffic flow and port agent reports, HQ SDDC may elect to alleviate commercial port congestion or resolve other traffic management problems by directing the selective use of Code 5 and DPM service. If utilized, HQ SDDC will normally provide sufficient advance notice of conversions to permit affected TSPs to prepare to handle shipments. The following procedures would apply: PPSOs would be directed to route a specified percentage of all shipments in Code 5 and DPM service over selected channels. When Code 5 is directed, shipments will be distributed to the best value Code 5 TSP.

Item 306 Acceptance of Government-Owned Containers (GOCs)

When the TSP is out of containers and cannot or refuses to purchase them locally, TSPs will be required to accept usable GOCs offered by the PPSO. The TSP must also notify the destination PPSO at the time of notification of arrival when the shipment contains a GOC. Failure to accept GOC may result in placement of TSP in nonuse into and out of the rate area concerned.

Item 307 Punitive Actions

When a TSP violates any provision of its agreement and/or the DP3 Business rules, the PPSO may issue a LOW, LOS, or recommend an action to HQ SDDC IAW DOD 4500.9R DTR Part IV, CH 405.

Item 308 Disqualifications

HQ SDDC disqualification may be imposed IAW HQ SDDC Regulation 15-1.

Item 309 Intra-European Theater Rates

a. Both HQ SDDC and the SDDC – Europe (AMSSD-PPQ-E) solicit rates for movement of containerized HHG.

b. When shipments move under the AMSSD-PPQ-E Tender, the low rate setter will receive 100 percent of the containerized shipments. The cycle of this Tender begins 01 April and ends 31 March. PPSOs will compare the low containerized rate against other available methods to determine mode of shipment.

c. TSP's SFR submissions will include any anticipated currency fluctuations.

Item 310 Combination Inter-Theater Code T/4 and T/5 Rates

Combination rates between Pacific and European theaters will only be solicited under the OTO program. All International Code T rates will be solicited as through rates.

Item 311 Inter-Theater Code 5 Shipments

The Government will be responsible for over CONUS movement of inter-theater Code 5 shipments moving between inter-theater rate areas. TSPs will not be required to provide the line haul movement between CONUS ports for these inter-theater shipments, and TSP's SFRs should not include CONUS overland transportation costs.

Item 312 Inter-Theater Code J and T Shipments

The TSP will be responsible only for origin and destination services and delivery to and from the appropriate aerial port. The Government will be responsible for routing between APOE in one theater and APOD in another theater. The TSP's SFRs should not include CONUS overland transportation costs.

Item 313 Fire Control Systems in Overseas Warehouses (European Theater Only)

TSP/agent facilities located in the European theater and approved to store DOD Personal Property must meet the following minimum standards:

a. A supervised/unsupervised fully automatic sprinkler system or supervised fire detection and reporting system (heat or smoke detector). A supervised system is defined as a system that is connected to and/or monitored by a full-time operation fire department.

b. Fire prevention and detection systems shall be properly maintained and inspected at least semiannually.

c. Personal Property warehouses will have access to an adequate source of water for firefighting purposes and must be supported by a responsive fire department.

Item 314 Shipment Allocation

Shipments will be distributed based on Best Value in accordance with DP3 business rules.

Item 315 Shipment Routings

Codes 4, 6, 7, and 8 shipments moving between CONUS and overseas rate areas will be open routing; however, TSPs are required to meet DOD performance standards irrespective of routing actually used. In this respect, TSPs are cautioned to avoid routings through ports which historically become congested during peak shipping months with the resultant frustration of DOD shipments. Shipments (Codes 5 and T) entering the Defense Transportation Service (DTS) will be routed as indicated on TCMD.

Item 316 Reserved for Future Use

Item 317 Reporting Requirements

Within, but not more than 14 calendar days following the date of pickup of a shipment, the TSP will provide the following information in DPS:

a. Estimated date the shipment will be picked up by line haul equipment for movement to the ocean or aerial port.

b. Estimated date of sailing and identity of port and vessel (Code 4/7).

c. Routing of vessel and discharge port (Code 4/7).

d. Estimated date of arrival at destination (Code 4/7).

Item 318 Reserved for Future Use

Item 319 Delivery to Storage In Government Facilities

When a shipment is delivered to non-temporary storage in a Government facility, the facility is considered as the final destination. Further movement of the shipment will be made under separate GBL/invoice.

Item 320 TSP Agent/Port Agent Facilities

a. TSPs participating in the International program must guarantee HQ SDDC free access to agent/port agent's facilities during normal working hours. This must be reduced to a written binding agreement between the TSP and its agent. HQ SDDC port operators or official representatives will randomly inspect the condition of TSP containers at these facilities. Data will be provided on both inbound and outbound shipments. Containers found to be in a condition rendering the container unacceptable for continued movement of the contents; will be identified to the concerned TSP and/or agent for immediate corrective action. Unacceptable conditions would include damaged or poorly constructed containers; illegible, improper, or nonexistent markings; improper waterproofing, or other such violations. The agent/port agent of the TSP must immediately arrange to have the container restored to an acceptable condition or, alternatively, must repack the shipment in an acceptable container prior to onward movement. TSPs failing to take corrective action may be immediately placed in nonuse by HQ SDDC and the shipment may be terminated by the Government. Any additional Government expenses may be set off against the TSP's PPGBL.

b. In accordance with Section 453 of Title 37, United States Code, no TSP, port agent, warehouseman, freight forwarder, or other person involved in the transportation of property may have any lien on, or hold, impound, or otherwise interfere with, the movement of baggage and household goods being transported under this section. Personal property shipments moved under this Tender are DOD-sponsored and, as such, will not be detained by TSPs or agents. Additionally, the Government has the right to inspect TSP's containers on any premises of the TSP/agent. Accordingly, TSPs agree to include the following stipulation in their contracts, agreements, and/or orders with underlying TSPs/agents:

> "By acceptance of this contract/agreement/order/reimbursement schedule, I recognize the property being transported hereunder is United States DOD-sponsored personal property and, as such, will not be detained by my firm under any circumstances. Further, I guarantee the Government free access to any facilities, including those of my agents, during normal working hours, for their lawful purpose of inspecting and removing TSP containers in which DOD-sponsored personal property is shipped."

Agents refusing to consummate agreements/contracts containing this clause will not be used by TSPs.

c. In addition to the condition of containers, the HQ SDDC representatives will observe general warehousing practices, such as: housekeeping practices (i.e., floor free of debris); staging in proximity to hazardous materials; an overall impression of orderliness and condition of building; and protection of property from the elements and adequate security.

Item 321 Right to Audit by DOD

By filing rates in response to this Tender, the TSP agrees HQ SDDC, or other appropriate Government agencies, shall have the audit and inspection rights for any purposes described as follows:

a. Costs: The right to examine Transportation Service Provider “Financial Records”, documents, and other evidence (collectively “Financial Records”) including accounting procedures and practices, sufficient to reflect all direct and indirect costs of whatever nature claimed to have been incurred and anticipated to be incurred for the performance of this service. These Financial Records will be provided by the TSP at no additional cost to the Government. SFR submitted by TSPs will include cost associated with these audits and the submission of these Financial Records. Such right of examination shall include inspection at a reasonable time, at the Transportation Service Provider's place of business, or such parts thereof, as may be engaged in the performance of the solicitation.

b. Cost Data Elements: If the Transportation Service Provider submits cost or pricing data in connection with the prices offered in the tender or any change or modification thereto, HQ SDDC, or its designated Government representatives, shall have the right to examine all financial records, documents, and other such Transportation Service Provider data related to the pricing or performance of such service, change, or modification, for the purpose of evaluating the accuracy, completeness, and reasonableness of the costs or pricing data submitted. The right of examination shall extend to all documents necessary to permit adequate evaluation, along with the computations and/or projections used therein.

Item 322 Right to Audit by Comptroller General

The Comptroller General of the United States or its designated Government representatives may have access to and the right to directly examine pertinent books, papers, documents, and records (collectively "Financial Records") of the Transportation Service Provider involving transactions related to the tender for any lawful purpose until three (3) years after final payment of any PPGBL under these rates. These Financial Records will be provided by the TSP at no additional cost to the Government. SFR submitted by TSPs will include cost associated with these audits and the submission of these Financial Records. The periods of access and examination of records relating to litigation or settlement of claims arising from the performance of the Transportation Service Provider, or costs and expenses of these rates to which exception has been taken by the Comptroller General or its representatives, shall continue until such appeals, litigation, or claims have been settled.

Item 323 Intra-Theater Tenders

Intra-theater tenders will not be utilized for over ocean transportation to/from ports within CONUS or moving within an overseas theater unless prior approval is provided, this approval would be granted on a case by case basis for emergency services only. You may view intra-theater tenders on HQ SDDC's Website at www.sddc.army.mil/pp/default.aspx. (Exception - Pacific, there are no intra-theater pacific rates at this time).

Item 324 Toll Free Number (For Customer Use Only)

TSP agrees to provide a toll free number for customer inquiries and problem resolution during any phase of the move. If toll free capability is not available, the TSP shall accept collect calls. The number shall be operational 24 hours a day, seven (7) days a week; however as a minimum, it must be manned during normal business hours for the area in which the toll free number is established. A type of recorder, beeper, answering service, Internet e-mail capability or other electronic device may be used for hours other than specified. Knowledgeable personnel representing the TSP must acknowledge and respond to the customer's concerns within 24 hours from the customer's initial call if received Monday through Friday and by close of business the following workday for calls/inquires received by the TSP on Saturdays, Sundays, or legal (officially declared national) holidays. The TSP is required to provide to the customer the toll free number and other means of contact information by the shipment pick up date. The TSP may furnish this information to the customer directly or through their local agent. This provision is an independent requirement; therefore, any cost associated with this requirement shall be included as part of the TSP's proposed rates.

Item 325 Shipment Terminations

The Government reserves the right to terminate shipments at any point during transportation prior to delivery and to separately arrange for onward movement to destination under the following conditions:

a. A shipment becomes frustrated at the facility of an origin/destination agent or port agent due to:

   1) Nonpayment of charges by the ITGBL TSP, whereby the shipment is being detained by the ocean or motor TSP either aboard a vessel or within an ocean or motor terminal.

   2) Nonpayment of port agent's fees and/or charges by a TSP, whereby the shipment is being detained at a port agent's facility by a port agent.

   3) Detention of a shipment by an origin/destination local agent for any reason relative to TSP/agent disputes.

   4) Non-traceable or unavailable documentation attributable to the fault of the TSP or its agents.

   5) Port congestion arising from the inability of the port agent and/or TSP to book and clear shipments in a timely manner.

b. The TSP is unable to perform in such a manner as to ensure the timely movement of the shipment.

c. In any of the above or similar instances whereby the TSP cannot meet performance standards, the Government may terminate the shipment, obtain release of the shipment from the agent, port agent, ocean or motor TSP, as applicable, and at its option, pay any charges necessary to release the shipment, and initiate action for setoff of expenses incurred by the Government in excess to those which would have been incurred if the TSP had maintained total through movement of the shipment.

The TSP will be paid up to the point of termination in accordance with rates and charges contained in this Tender. Original TSP's containers will be made available to original TSP by the new TSP at destination.

d. In the case of port agents, all DOD HHG and UB shipments must be identified on ocean bill of lading/manifests as DOD-sponsored property subject to release to DOD upon demand. This will be reduced to a written binding agreement between the TSP and its agent. In any case of shipment terminations, liability limits are as described in Item 401.

Item 326 Excess Cost

To enable DOD to collect excess costs incurred due to TSPs/forwarders defaulting on shipments contained in the pipeline, TSPs assuming the onward movement will maintain records of all excess costs including demurrage, storage, etc., over and above those normally associated with a shipment. TSPs will report such costs to HQ SDDC, ATTN: AMSSD-PPQ, for further notification to the finance centers and the General Services Administration.

Item 327 Rate Verification

TSPs are required to verify their rates, as shown in block 31 of the PPGBL. If the rate on the PPGBL does not agree with the tendered rate of the TSP, then the TSP or TSP representative will notify the PPSO immediately by telephone. The PPSO is responsible for verifying the destination rate area. TSPs will notify HQ SDDC, ATTN: AMSSD-PPQ if PPSOs fail to provide PPGBL in a timely manner.

Item 328 Nonuse Actions

When Non-Use punitive action is taken against a TSP:

1. AMSSD-PPQ will:
   At the discretion of the Director, HQ SDDC Personal Property may retender standard shipment(s), Special Solicitation (Chapter 10), or solicit a One-Time-Only (Chapter 7) to facilitate onward movement in the best interest of the DOD and customer.
2. JPPSO/PPSOs will:
   a. Inspect local and port agent facilities, located in their area of responsibility, for shipments awarded to subject TSP still on hand.
   b. Be responsible for the Termination (Item 523) of shipments and the Reshipment (Item 524 and Item 525) to final destination point.

NOTE: Detailed procedures for processing frustrated shipments are contained in DOD 4500.9-R, Part IV.

Item 329 Payment of Debt

Should HQ SDDC be advised a TSP filing rates, under the terms of this Tender, has failed to comply with the terms of an arrangement entered into between the TSP and an agency of the Federal Claims Collection Act of 1966 relating to transportation services, HQ SDDC may place this TSP in nonuse status until such time as the arrangement entered into by the TSP has been complied with.

Item 330 Intra-Theater Pacific Rates

Code T HHG originating at Australian APOEs for Pacific intra-theater movement should not transit CONUS. Shipment will be routed to Hickam AFB, Hawaii, for onward movement to the destination APOD, via AMC airlift. Should shipments be short loaded at CONUS port, movement will be via AMC opportune airlift or via surface transportation at TWCF (Transportation Working Capital Fund) expense. Should International TSP be required to move shipment between CONUS ports, compensation will be made under provisions of Item 528, Use of Alternate Ports Code 5 and Code T shipments. HQ SDDC Personal Property Office – Pacific will be contacted on any clarifications concerning this item.

Item 331 Required Numbers

Each TSP participating in the International program will maintain a facsimile number and email address for purposes of tracings, shipment notification of changes, etc. HQ SDDC, ATTN: AMSSD-PPQ will be notified immediately of any change in number.

Item 332 Port Contract Facilities

TSP's Code 5 SFR will include pickup and delivery of containers positioned at port contractor's facility if facility is located within 50 miles of the designated port. For example, at the military ocean terminal in Seattle, Washington, shipments may be line hauled to port contractor's facility in Kent, Washington, (approximately 26 miles from Seattle), or to Tacoma, Washington, (approximately 31 miles from Seattle). Associated line haul costs are considered part of and included in the TSP's SFR.

Item 333 Packing Privately Owned Firearms (POFs)

a. All privately-owned firearms (POFs) will be placed in a number one (1) external shipping container and positioned so that they are readily accessible for examination by customs officials, when required, and the container closed and sealed at customer's residence.

b. TSPs must comply with the following provisions of Public Law 103-159, Brady Handgun Violence Protection Act and the Personal Property Consignment Instruction Guide (PPCIG).

   1) Marking the outside of any package, luggage, or other container indicating that the package contains a firearm is prohibited. This does not exclude attaching documentation in a sealed envelope to a box/container of household goods.

   2) Written acknowledgement of receipt from the recipient of any package containing a firearm is required. Signatures can be on a bill of lading, inventory, or TSP-generated receipt. Signatures are only required at the time of delivery, i.e., not required at in transit points as shipments move between TSPs and agents.

Item 334 Customer Satisfaction Surveys (CSS)

Customer Satisfaction Surveys are the primary source of data that is used in determining the performance portion of each TSP's Best Value Score. These surveys will determine the customer's satisfaction with the TSP services at origin, destination and their overall satisfaction with the TSPs performance.

Item 335 Military Shipment Label, DD Form 1387 Requirement for Code T Shipments

TSP or TSP representative will prepare and attach a DD Form 1387 (Military Shipping Label – MSL) in accordance with the Defense Transportation Regulation (DTR, 4500.9R) including the requirement for linear and two dimensional (2D bar coding). The 2D MSL bar code will be in accordance with Materials Handling Standard MH10.8.2. Please refer to Item 1104 for Code J 2D MSL requirements.

CHAPTER 4 - CLAIMS AND LIABILITY

Purpose

This section pertains to the claims process and TSP Liability on International shipments

Item 400 Claims

The Claims and Liability Business Rules are hereby incorporated into this Tender/Tariff; by submitting rates, TSPs agree to the Claims and Liability Business Rules which can be found on SDDC's website at http://www.sddc.army.mil/PP, under Defense Personal Property Program (DP3).

Item 401 Inspection of Articles

a. When a TSP or its agent believes it is necessary to inspect the contents of cartons, boxes, etc., they shall make such inspection, cause it to be made, or require other sufficient evidence to determine the condition and contents of the property.

b. TSP will coordinate with the Personal Property Shipping Office (e.g. pullback, reschedule) in the following scenarios:

1) HHGs, which are determined to be in a condition that makes it liable to impregnate, contaminate, or otherwise cause damage to other HHGs or equipment.

2) Articles, which cannot be taken from or delivered to the premises without damage to the articles or the premises.

Item 402 Collection of Freight Charges on HHG Shipments Involving Loss or Destruction in Transit and on Shipments Transported on More than One Vehicle

a. Transportation Service Provider will not collect, or require a shipper to pay, any published freight charges (including any charges for accessorial or terminal services) when that shipment is totally lost or destroyed in transit. Notwithstanding any other provisions of this item, a Transportation Service Provider will collect, and the shipper will be required to pay, any specific valuation charge that may be due. This item will not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper.

b. In the event that any portion, but less than all, of a shipment of HHG is lost or destroyed in transit, a motor common Transportation Service Provider of HHG in interstate or foreign commerce will, at the time it disposes of claims for loss, damage, or injury to the articles in the shipment, as provided in 49CFR, Part 1005, refund the portion of its published freight charges (including any charges for accessorial or terminal services) corresponding to the portion of the shipment which is lost or destroyed in transit. To calculate the charges applicable to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the portion of the shipment delivered by the total charges (including accessorial and terminal charges) applicable to the shipment as tendered by the shipper. If the charges computed in the manner set forth above exceed the charges otherwise applicable to the shipment as delivered, the lesser of those charges will apply. Notwithstanding any other provisions of this paragraph, a Transportation Service Provider shall collect, and the shipper will be required to pay, the proportion of any charges for accessorial or terminal services rendered corresponding to the proportion of the shipment not lost or destroyed in transit and any specific valuation charge that may be due. The provisions of this paragraph will not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper. Transportation Service Providers will determine, at their own expense, the proportion of the shipment not lost or destroyed in transit.

c. In the event of the loss or destruction of any part of a shipment being transported on more than one vehicle, the collection of charges as provided in paragraph (b) of this item will also be in conformity with the requirements of this item.

NOTE: The collection of unearned freight charges under this item is not applicable to shipments in which the TSP has paid Full Replacement Value (FRV) under 10 USC 2636a on claims for loss or destruction in an amount less than or equal to the TSP maximum liability set forth by this solicitation.

CHAPTER 5 - SCHEDULE OF RATES AND CHARGES

Purpose

This section provides rates and charges for shipments moving under this Tender. These rates are subject to change, and will be updated prior to the implementation of DP3.

General Requirements and Conditions

a. Commodity or Service: HHG: Codes 4, 5, 6, & T, UB: Codes 7, 8, & J

b. International Schedule of Rates: International Personal Property Rate Tender

c. Between: All points in the United States (other than Hawaii); Alaska is considered within CONUS for HHG, but OCONUS (overseas) for UB

d. And: Overseas points (including Hawaii); between inter-theater commands, intra-theater commands, and intra-country moves (i.e. Germany to Germany).

e. TSP Certification: By filing rates and certification thereof, TSPs certify they hold the necessary authority and do hereby, offer on a continuing basis to HQ SDDC (to include the military departments of the Government and the Coast Guard, hereinafter called the Government), pursuant to Section 10721 of the Interstate Commerce Act, or other appropriate authority, the transportation services herein described, subject to the terms and conditions herein stated, the property to which rates herein apply must be shipped by or for the United States Government on a PPGBL.

f. Rate: As filed with HQ SDDC.

g. Minimum Weights: As provided herein.

h. Accessorial Services: The accessorial services shown herein, which are not included in the transportation SFR will be furnished by the TSP upon request of the shipper at the rates or charges specified herein.

i. Lawful Performance: Operating Authorities: By submission of rates, the TSP(s) represent(s) to the United States that the services will be performed in accordance with applicable Federal, state, and municipal laws and regulation and that the TSP(s) possess(es) the required operating authority to transport the commodity from, to, or between the places herein set forth, as embraced in the following dockets, permits or temporary operating authorities; as authorized to each individual TSP participating in the International program shown herein by Federal, state or municipal Governments, or Exempt Carriage.

j. Payment: The TSP shall bill the United States through DPS, see Chapter 6 for further guidance.

k. Assignment of Bills. Except for assignment of payment of my original bills to a bank, factor, or other financial institution for collection, TSPs will not subrogate their rights and/or interest in the bills for service rates and charges on which such charges are based, or any subsequent claims thereon to third parties, unless the subrogation is revocable and under my control TSPs will always retain the right and authority either to claim or not claim or to cancel claims on services to the Military Services which my company furnished and/or billed for, and TSPs do not now have, nor will TSPs enter into, agreements with parties not subject to my control which in any way infringe, controvert, or otherwise subordinate or prevent my company from deciding unilaterally whether it will, or will not, submit a claim or file suits against the Government or pay a claim by the Government after the original bill for services performed under this tender has been submitted. Failure to comply with the above certification will make my company or me ineligible to participate in the DOD Personal Property Shipment and Storage Program, and the sole determination in this matter will rest with the DOD through HQ SDDC.

l. References: Where reference is made in this Tender to an item, such reference will be deemed to include amendments thereto or reissues thereof, unless otherwise specified herein.

m. Filing With Regulatory Bodies: TSP(s) certifies (certify), where required, the requisite number of copies of this document is being filed concurrently with the Interstate Commerce Commission in

accordance with Section 10721 of the Interstate Commerce Act or with other regulatory agencies as appropriate.

n. Alternation: Volume Of Traffic: This schedule of rates and charges will not apply for a TSP where the total charges accruing hereunder exceed the total charges otherwise applicable for that TSP for the same service(s). Submission of single factor rates will not be construed as a guarantee by the Government of any particular volume of the traffic.

Item 500 Additional Services

a. The column titled "Area Application" in the State GBLOC Item 500 table lists the GBLOC, installations, and counties of the state under the DOD area of responsibility. Such "Area Application" also applies to U.S. Coast Guard shipments as further explained hereunder.

b. Rates and schedules shown opposite these installations apply in dollars and cents per hundred weight (cwt) for services performed in the counties named per designated GBLOC. Labor will be based on rates in dollar and cents per hour for services performed in the counties named per designated GBLOC.

EXAMPLE 1: Services performed at CHAMBERS COUNTY, AL

Under the state listing for Alabama, Chambers County is shown under the installation of "Fort Benning, GA." All rates and schedules opposite "Fort Benning, GA" apply for services performed in Chambers County. (The same rates and schedules would also apply when services are performed in Lee and Russell Counties, AL.)

EXAMPLE 2: Services performed at CHATTAHOOCHEE COUNTY, GEORGIA

Under the state listing for GEORGIA, Chattahoochee County is shown under the installation of "Fort Benning, GA." All rates and schedules opposite "Fort Benning, GA" apply for services performed in Chattahoochee County. (The same rates and schedules would also apply when services are performed in Harris, Marion, Meriwether, Muscogee and the other Georgia Counties named under Ft. Benning, GA.)

c. The rates and schedules for the installations provided also apply to U.S. Coast Guard shipments. To ascertain such rates and schedules, locate the county and state where the service(s) are being performed.

d. The rates and schedules aligned with the Services designate DOD Installation and associated GBLOC will apply for services performed in any of the counties named for the DOD installations.

Please refer to our home page: www.sddc.army.mil/pp/default.aspx **and located at the following site path for Intl State GBLOC Item 500 Table:**

"Links" > "International" > "International Tables"

Explanation of Abbreviations used in this Table:

ADDL	Additional
EA	Each
1st	First
L/C	Long Carry
O/T	Overtime
P/D	Pickup or Delivery
REG	Regular
SCH	Schedule
SIT	Storage-in-Transit
W/H	Warehouse Handling

Item 501 Shuttle (Auxiliary) Services

(501A) - Auxiliary service - vehicle hours
(501B) - Auxiliary service - labor - regular
(501C) - Auxiliary service - labor - overtime
(501D) - Auxiliary service - labor - Sunday/holiday - Alaska only

Billing Note: Use applicable labor rates contained in Item 502 when billing regular services under sub item 501B, overtime labor services under sub item 501C, or Sunday/holiday labor (Alaska only) services under sub item 501D. A shuttle is a truck to truck transfer, not a truck to warehouse transfer.

a. Auxiliary services rates will be applied under the conditions stated in the Policy and Procedures in Chapter 2.

b. Charges for auxiliary service:

   1) Per additional vehicle: **$22.83** (501A) per hour

   2) Labor: See Item 502

Item 502 Labor Charges

(502A) - Labor - regular
(502B) - Labor - overtime
(502C) - Labor - Sunday/holiday - Alaska only

Billing Note: Use applicable rate based upon the location of the service, time of the service, and whether the shipment is considered HHG or UB when billing labor services under sub items 502A, 502B, or 502C.

a. Covers all services for which no charges are otherwise provided in the Tender when such services are authorized and confirmed in writing on a DD Form 619 by the responsible PPSO.

b. Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, charges will be as follows: 15 minutes or less, one quarter of an hour; 16 to 30 minutes, one-half hour; 31 to 45 minutes, three-quarters of an hour; and in excess of 45 minutes, 1 hour.

c. See State GBLOC Item 500 Table, Geographical Application of Rates and Schedules, for labor rates to apply to HHG shipments WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS.

d. The following labor rates will apply to UB shipments when service is performed at points within CONUS:

SERVICE AREA	RATES $ Per Man Hour Regular (502A)	Overtime (502B)
CALIFORNIA: When service is performed in the state of CA, PPSO area of responsibility with KKFA and LHNQ, these rates apply:	$34.46	$47.83
NEW YORK: When service is performed in the state of NY, area of responsibility of DBAQ, AGFM and DCAT, these rates apply:	$28.71	$38.58
ALL OTHER POINTS WITHIN CONUS:	$13.49	$19.12

e. The following labor rates will apply to both HHG and UB shipments for points outside of CONUS (except Alaska):

SERVICE AREA	RATES $ Per Man Hour Regular (502A)	Overtime (502B)
Germany, Belgium, and Netherlands:	$ 21.48	$32.22
HAWAII: Islands of Hawaii & Oahu:	$ 38.25	$57.64
ALL OTHER POINTS OUTSIDE CONUS (for Alaska see below)	$ 18.28	$27.42

f. The following labor rates will apply to both HHG and UB shipments for Alaska:

	NOTE	RATES $ Per Man Hour	
From 8:00 a.m. to 5:00 p.m. during Monday thru Friday of each week, EXCEPT on holidays	(1)	$ 54.25	(502A)
	(2)	$ 51.97	(502A)
From 5:00 p.m. to 8:00 a.m. during Monday thru Friday of each week, and all hours on Saturday, EXCEPT on holidays	(1)	$ 65.15	(502B)
	(2)	$ 61.88	(502B)
During all hours on Sunday and holidays	(1)	$ 81.23	(502C)
	(2)	$ 77.50	(502C)

NOTE 1: Applicable ONLY North of the Range as defined below:

NORTH OF THE RANGE TERRITORY - (Applicable ONLY when specific reference is made hereto). When reference is made hereto, the rates and charges apply at points "North of the Range," located in that portion of the State of Alaska on, connected to, or within mobile access of the state highway system, lying north or an imaginary line drawn between Denali Park (see Note) and Big Delta (Fort Greely), Alaska (including Denali Park (see Note) and Big Delta (Fort Greely), Alaska.)

NOTE 2: Applicable ONLY South of the Range as defined below:

SOUTH OF THE RANGE TERRITORY - (Applicable ONLY when specific reference is made hereto). When reference is made hereto, the rates and charges apply at points "South of the Range," located in that portion of the State of Alaska on, connected to, or within mobile access of the state highway system, lying south of an imaginary line drawn between Denali Park (see Note) and Big Delta (Fort Greely), Alaska

NOTE 3: "Denali Park" is a station by that name on the Alaska Railroad.

Item 503 Waiting Time

(503A) - Waiting time - vehicle hours
(503B) - Waiting time - labor - regular
(503C) - Waiting time - labor - overtime
(503D) - Waiting time - labor - Sunday/holiday - Alaska only

Billing Note: Use the applicable labor rates contained in Item 502 when billing regular labor services under sub item 503B, overtime labor services under 503C, or Sunday/holiday labor services (Alaska only) under sub item 503D.

a. This item will not apply when waiting time is the fault of the TSP.

b. Waiting time service is subject to the availability of the TSP to perform and is only applicable if requested/preapproved by the PPSO and performed beyond the free waiting times indicated in this item

c. Loading and unloading or pickup and delivery will be performed during regular working hours, (See definition in Chapter 1). Waiting time charges will be applicable only between these hours at a rate of **$22.83** (503A) per hour per vehicle less free waiting time.

d. Free waiting time by the responsible TSP or designated Agent is required as follows:

   1) One (1) hour for pick up at Origin

   2) Three (3) hours for direct deliveries

   3) One (1) hour for deliveries from SIT.

   NOTE: If the TSP or designated Agent arrives at Origin or delivery address and customer is not available they should make an attempt to contact the customer prior to free time starting. If the customer cannot be contacted, the TSP or designated Agent is required to contact the responsible JPPSO/PPSO to initiate the start of the required free time.

e. Additional waiting time, after expiration of the free waiting time, requires prior approval of the PPSO and is subject to the convenience of the TSP.

f. Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, the charges will be as follows: 15 minutes or less, one quarter (¼) of an hour; 16 to 30 minutes, one-half hour; 31 to 45 minutes, three quarters (¾) of an hour; and in excess of 45 minutes, one hour.

g. Labor charges for the vehicle driver and helper(s) will be at the hourly labor rate in Item 502.

Item 504 Overtime Loading and Unloading

(504A) - Overtime loading and unloading - HHG shipments
(504B) - Overtime loading and unloading - UB shipments

a. Except as otherwise provided for and subject to applicable notes below, labor charges located in Item 502 will apply for each overtime loading or each overtime unloading when this service is performed other than during regular working hours and authorized and confirmed, in writing, by the PPSO.

b. Overtime loading and unloading charges apply when the service is (1) performed other than during regular working hours when this service is made necessary by landlord requirements, (2) required by prevailing laws or ordinances, or (3) rendered at the specific request of the PPSO or its agent, made in writing, and the shipper or its agent is notified of the additional charge specified in this item for this service before the loading and/or unloading begins. (See notes below.)

NOTE 1: Overtime loading and unloading charges will not apply when service is performed for TSP's convenience or when shipments are delivered to a warehouse at destination.

NOTE 2: Overtime loading and unloading services will be rendered only at the option of the TSP. Service involving loading or unloading at a warehouse must be agreed to by the warehouseman.

NOTE 3: Other than regular working hours is defined as follows:

   a) Between 5 p.m. and 8 a.m., except Saturdays, Sundays, and holidays.

   b) During any hour on Saturday.

   c) During any hour on Sunday.

   d) During any hour on officially declared foreign national, U.S. national or state holidays, except such charges apply on state holidays ONLY when service is rendered within that State on such holiday.

c. The above provisions apply to HHG and UB except the charge for UB will be **$15.14** (504B) per shipment for either a pickup or delivery. (Minimum weight has no bearing on UB.)

Item 505 Reweighing

TSPs must be cognizant of reweigh requests. When requested by the PPSO/customer prior to the arrival of the shipment in DPS, TSPs must conduct the reweigh before the actual commencement of unloading of the shipment for delivery or into storage. TSPs must enter the shipment reweigh weight into DPS prior to invoicing. Invoices for shipments pending reweigh may be disputed or denied until the reweigh is performed. TSP must inform the customer and the responsible PPSO of the reweigh and, upon request, provide the time and specific location for each weighing to allow either party the opportunity to witness the reweigh. If the reweigh shows a lesser shipment weight, TSP must update DPS by entering the lesser weight(s) prior to invoicing or within 3 business days of reweighing the shipment, whichever is earlier.

(505A) - Reweigh – HHG

a. The TSP will reweigh the shipment prior to delivery when requested to do so by the PPSO or customer. The lower of the two (2) net scale weights will be used for determining transportation charges. The reweigh charge of **$65.90** applies and will be payable for the service only when one of the following conditions is met:

1) The reweigh net scale weight is equal to or greater than the initial net scale weight;

2) The reweigh net weight is less than initial net weight and within the following tolerances:

(a) Shipments weighing 5,000 pounds or less; the initial net scale weight minus reweigh net scale weight is less than 100 pounds; or

(b) Shipments weighing more than 5,000 pounds; the initial net scale weight minus reweigh net scale weight is less than 2% of the lower net scale weight.

b. For additional reweighing guidance reference DTR Part IV Chapter 402.

NOTE 1: Reweighs on HHG shipments weighing less than 500 pounds are not authorized.

NOTE 2: To minimize re-handling of property for containerized shipments and allow for TSP invoicing, PPSOs may accept a reweigh of only the “gross weight” for containerized household goods. In order to determine whether to approve, dispute, deny, or require the TSP to re-bill services using a lower weight, PPSOs may calculate the new net weight determination as equal to the new gross minus the shipment original tare weight. After completion of the reweigh (new tare weight), TSPs must submit applicable follow on supplemental invoice/reimbursements.

(505B) - Reweigh – UB

a. The TSP will reweigh the shipment when requested to do so by the PPSO or customer. The lower of the two (2) gross scale weights will be used for determining transportation charges. The reweigh charge of **$29.68** applies will be payable for the service only when one of the following conditions is met:

1) The reweigh gross weight is the same as or more than the initial gross weight.

2) The reweigh gross weight is less than the initial gross weight and the difference is less than 25 pounds.

b. For additional reweighing guidance reference DTR Part IV, Chapter 402 and Appendix B, Tender of Service (TOS).

NOTE 1: Reweighs on UB shipments weighing less than 300 pounds are not authorized, unless the customer is near or has exceeded the authorized weight allowance.

NOTE 2: To minimize re-handling of property for containerized shipments and allow for TSP invoicing, PPSOs may accept a reweigh of only the “gross weight” for containerized household goods. In order to determine whether to approve, dispute, deny, or require the TSP to re-bill services using a lower weight, PPSOs may calculate the new net weight determination as equal to the new gross minus the shipment original tare weight. After completion of the reweigh (new tare weight), TSPs must submit applicable follow on supplemental invoice/reimbursements.

Item 506 Debris Removal – HHG ONLY

(506A) - Debris removal within 30 days

a. Debris Removal Charges apply when the PPSO requests that the TSP perform debris removal of unpacked cartons subsequent to the date of delivery and the service is performed.

Compensation: Debris Removal Service is **$118.02** per shipment

b. Debris Removal Service is utilized by exception only as provided by Services guidance (e.g., Blue Bark, etc.) and only upon specific request and preapproval by the PPSO/PPPO.

c. When debris removal is performed in conjunction with unpacking service, a debris removal charge will NOT APPLY for the cartons unpacked by TSP.

d. Debris removal service performed after delivery must be performed within 30 days of delivery date and be preapproved by the government.

NOTE: Until otherwise announced, when applicable and preapproved as noted above, debris removal shall be billed as a miscellaneous item code.

Item 507 Reserved for Future Use

Item 508 Crates/Special Containers HHG Only

(508A) - Minimum Charge
(508B) - Special containers/crates internal
(508C) - Special containers/crates - external
(508D) - Member containers/crates - regular labor
(508E) - Member containers/crates - overtime labor
(508F) - Member containers/crates - Sunday/holiday labor - Alaska only

Billing Note 1: Sub item 508A is subject to a minimum charge when billing for the construction of containers or crates that will fit into an SDDC approved HHG container (see ASTM–6251). Each crate/container must be billed separately.

Billing Note 2: If TSP utilizes a crate/container retained by the customer from a previous move, TSP may be compensated for labor to crate and uncrate item but will not be eligible to bill for the crate. See applicable rates under Item 502.

Billing Note 3: Crating is not recognized as a third party service. TSPs must bill the appropriate item code listed under Item 508.

Billing Note 4: Regardless of the actual cubic feet of the crate provided, compensation for internal crates will not exceed 3 inches beyond any single dimension (length, width, or height) of the item being crated. For example: an invoice for an internal crate for an item with dimensions of 39 inches x 71 inches x 0.5 inches will not exceed 42 inches x 74 inches x 3.5 inches, or a total 6.29 cubic feet.

Billing Note 5: Regardless of the actual cubic feet of the crate provided, compensation for external crates will not exceed 5 inches beyond any single dimension (length, width, or height) of the item being crated.

Billing Note 6: TSP's must annotate the actual dimensions of the item in their preapproval request in DPS for internal and external crates and must bill either the actual cubic feet of the crate, or the cubic feet limitation in this item, whichever is less. No rounding of cubic dimensions is allowed.

a. All crating/containers billed under this item must be pre-approved by the PPSO, before any services are performed.

b. All crating/uncrating will be done at residence in order for the TSP to be compensated for labor or new material, unless containerization at the origin warehouse is authorized by the customer or servicing PPSO.

c. Subject to PPSO approval, TSP is authorized compensation for construction of additional crating/containers utilizing **NEW** material necessary for safe transit of items that are unable to stand on their own or items of unusual nature that require additional protection for safe transit such as, but

not limited to, hang gliders, sailboards, hot tubs, slate pool tables (does not apply if the crating is included in the third party service cost), marble/glass table tops and certain grandfather clocks or items with leaded glass or curved glass panels that cannot be duplicated without great expense, etc.

d. External Crating:

Subject to PPSO approval, additional external crating/containers may be authorized by the PPSO for item(s) that may require additional external crating such as motorcycles, mopeds, mini-bikes, scooters etc. However, external crating may only be approved when item dimensions in any one direction exceed those of a Type II container (45" x 85" x 87" at 195 cu ft). Internal or external crating decision is subject to PPSO approval. See Billing Note 5.

1) Compensation: **$9.44** (508C) per cubic foot, or a maximum of $1,000 per crate, whichever is less. Regardless of the actual crate size, TSP's must bill either the actual cubic feet of the crate, or the cubic feet limitation listed in Billing Note 5 above, whichever is less, NTE a maximum of $1,000. No rounding of cubic dimensions is allowed.

2) Customer must be provided the option to retain the new crate/container for their next move.

e. Internal Crating:

Subject to PPSO approval, internal crates/container may be authorized for items that require additional protection for safe transit.

1) Compensation: **$12.99** (508A) per crate or **$5.76** (508B) per cubic foot, whichever is greater. Regardless of the actual crate size, TSP's must bill either the actual cubic feet of the crate, or the cubic feet limitation listed in Billing Note 4 above, whichever is less. No rounding of cubic dimensions is allowed.

2) Customer must be provided the option to retain the new crate/container for their next move.

f. This item does not apply to rugs, sofa boxes, and other like items. These items will be handled as normal HHG items. No additional crating is required.

g. Flat Screen Televisions: No additional compensation for Flat screen televisions. Subject to PPSO approval, crating charges may ONLY apply to flat screen televisions equal to or greater than 75 inch diagonal screen size.

Crating DOES NOT APPLY to flat screen televisions with screen sizes below 75 inches diagonally. TSPs may utilize the customer's previously used shipping container, if available and serviceable, at no cost to the government. The customer shall be responsible for the servicing of such a television at origin and destination, including all associated connection/disconnection and mounting/un-mounting costs. Flat screen television(s) include Plasma, LED, and Liquid Crystal Display (LCD) types, which are by design, four inches or less in depth and are incapable of standing alone without a form of support. Flat screen television(s) must always be handled in an upright position.

h. Foam or Comparable Mattresses: Subject to PPSO approval, internal crating may be authorized. TSP will use best commercial practice when shipping and handling Tempur-Pedic or comparable mattress(s).

NOTE: For crating of items in One-Time-Only (OTO) shipments, please refer to Chapter 7.

Item 509 Extra Pickup or Delivery

(509A) - Extra pickup - HHG
(509B) - Extra pickup - UB
(509C) - Extra delivery - HHG
(509D) - Extra delivery - UB
(509E) - Extra pickup/delivery - regular - labor
(509F) - Extra pickup/delivery - overtime - labor
(509G) - Extra pickup/delivery - Sunday/holiday - labor (Alaska only)
(509H) - Extra pickup - over 100 miles
(509I) - Extra delivery - over 100 miles

Billing Note 1: Rate is based upon a flat rate plus mileage rates when billing for extra pickup or delivery services for HHG shipments under sub-items 509A, 509C, 509H and 509I, respectively. Each extra pickup or delivery should be billed separately.

Billing Note 2: Rate is based upon a flat rate only when billing for extra pickup or delivery services for UB shipments under sub-items 509B and 509D respectively.

Billing Note 3: Use the applicable labor rates contained in Item 502 when billing for regular labor services under sub-item 509E, overtime labor services under sub item 509F, or Sunday/holiday labor services (Alaska only) under sub-item 509G.

a. Portions of a shipment may be picked up or delivered at one or more places--origins, destinations, or enroute, provided all portions of the shipment are made available to the TSP at the same time. Service under this item will be authorized by proper entry on the PPGBL or by ordering of service and certification on DD Form 619 by the responsible PPSO.

b. Charges for extra pickup or delivery of HHG will be computed as follows:

CONTIGUOUS UNITED STATES AND HAWAII	OVERSEAS, EXCLUDING ALASKA AND HAWAII	ALASKA
509A and 509C Flat rate	509A and 509C Flat rate	509A and 509C Flat rate
$48.81 per extra pickup/delivery	**$29.56** per extra pickup/delivery	**$72.66** per extra pickup/delivery

c. For additional pickups/deliveries of HHG in excess of 100 miles from origin/destination, the TSP shall bill the following, in addition to the flat rate specified above:

CONTIGUOUS UNITED STATES AND HAWAII	OVERSEAS, EXCLUDING ALASKA AND HAWAII	ALASKA
509H and 509I	509H and 509I	509H and 509I
.21 cents per cwt per 10 mile increment or fraction thereof (over 100 miles)	**.20** cents per cwt per 10 mile increment or fraction thereof (over 100 miles)	**.53** cents per cwt per 10 mile increment or fraction thereof (over 100 miles)

For "**example**", if a TSP is ordered to perform an extra pickup for a 12,000 lb. HHG shipment that is located 125 miles from origin within CONUS, the TSP shall bill $48.81 plus [(.21*120)*3]

d. Charges for Extra Pickup or Delivery of UB will be as follows:

1) Portions of a shipment may be picked up or delivered at one or more places at origin or destination, provided that all portions of the shipment are made available to the TSP at the same time. Services performed under this item will be ordered on a DD Form 619 and certified by the responsible PPSO.

2) An additional charge of **$18.17** (509B & 509D) per extra pickup or delivery per shipment will apply.

Item 510 Attempted Delivery to Residence From SIT

(510A) Attempted delivery - pickup/delivery from SIT - HHG
(510B) Attempted delivery - pickup/delivery from SIT - UB
(510E) Attempted delivery - pickup/delivery from SIT - UB - Neighbor islands of Hawaii
(510F) Attempted delivery - warehouse handling - HHG
(510G) Attempted delivery - warehouse handling - UB
(510I) Attempted delivery - waiting time

(510J) Attempted delivery - labor - regular
(510K) Attempted delivery - labor - overtime
(510L) Attempted delivery - labor - Sunday/holiday (Alaska only)

NOTE 1: Attempted delivery will normally NOT APPLY as deliveries are usually arranged directly between the TSP and customer. Only in circumstances where the delivery date in question was scheduled by the PPSO may the TSP request attempted delivery. In DPS, the TSP is responsible to make direct contact with the customer.

NOTE 2: Only in circumstances where attempted delivery is authorized (see Note 1), then it requires preapproval while at residence. If a TSP arrives at delivery point and cannot locate the customer or an authorized Representative, the TSP must contact the PPSO while at the delivery point to request preapproval of an attempted delivery. The PPSO will have one (1) hr of free waiting time from the time they are contacted to attempt to locate the customer/representative or to approve/disapprove the attempted delivery.

NOTE 3 : Once the TSP and customer/employee have agreed to a delivery date, the TSP MUST update DPS with a "Scheduled delivery date" PRIOR to the actual delivery date or two (2) hours after agreeing to a delivery date/time with the customer, whichever is EARLIER. If a TSP fails to enter the scheduled delivery date in DPS the PPSO will have grounds for disapproval of any attempted delivery charge, even if the delivery was scheduled by the PPSO.

Billing Note 1: The provisions and rates for pickup or delivery from SIT under Item 520 apply when billing round trip mileage from the warehouse to residence and return for a HHG shipment under sub item 510A.

Billing Note 2: The provisions and rates for pickup or delivery from SIT under Item 521 apply when billing round trip mileage from the warehouse to residence and return for a UB shipment under sub item 510B.

Billing Note 3: The warehouse handling rates under Item 518 apply when billing warehouse handling services for a HHG shipment under sub item 510F.

Billing Note 4: The warehouse handling rates under Item 519 apply when billing warehouse handling services for a UB shipment under sub item 510G. Sub item 510G is subject to a minimum charge.

Billing Note 5: The per hour per vehicle rates under Item 503 apply when billing for waiting time under sub item 510I.

Billing Note 6: Use the applicable labor rates contained in Item 502 when billing for regular labor services under sub item 510J, overtime labor services under sub item 510K, or Sunday/holiday labor services (Alaska only) under sub item 510L.

a. Compensation to the TSPs for attempted delivery to residence from SIT when failure to deliver is not the fault of the TSP will be as follows:

    1) Round trip mileage from the warehouse to residence and return.

        a) If total mileage is 50 miles or less, Pickup or Delivery Transportation Rate on SIT shipments will apply.

        b) If total mileage is greater than 50 miles, applicable provisions of Item 520/521 will apply.

    2) Warehouse Handling: A second warehouse handling charge will apply if the shipment is again placed into SIT.

NOTE: If the shipment remains on the vehicle until delivered, this additional warehouse handling charge WILL NOT APPLY.

    3) Waiting Time: The provisions of Item 503 will apply if TSP is required to wait at residence.

    4) SIT: If property is again placed into SIT, the same SIT control number will apply. Storage charges will continue at the additional daily rate.

b. If a delivery from SIT is cancelled and the TSP's agent has performed services in preparation for the delivery, labor charges are authorized in accordance with the rates set forth in the Tender. The

PPSO should determine at the time of cancellation if services were performed. If services have been performed, the PPSO must determine the applicable charges.

Item 511 Reserved for Future Use

Item 512 Reserved for Future Use

Item 513 Fuel Surcharge (CONUS, Including Alaska and Hawaii)

(513A) – Fuel Surcharge – LHS

(513B) - Fuel Surcharge – Delivery to/from SIT

The current Fuel-Related Rate Adjustment Policy No. TR-12 can be found on HQ SDDC's PP Home Page website: www.sddc.army.mil/pp/default.aspx.

1. This provision shall apply only to any inland transportation segment within CONUS where a Fuel Surcharge applies to that segment of a shipment transported via domestic Line Haul.

a. 513A - The fuel surcharge rate to apply to the domestic line haul portion of the shipment based on the actual origin pick up date and is the prevailing rate.

b. 513B - The fuel surcharge rate to apply for shipments delivering into SIT domestically is the prevailing rate for the requested pickup date at time shipment was offered and accepted.

c. 513B - The fuel surcharge rate to apply for shipments delivering out of SIT domestically is the prevailing rate for the actual delivery date.

2. In circumstances where a TSP elects to subcontract for any portion of household goods transportation services provided by truck, the TSP shall be required to pass through any fuel-related adjustments paid by the government to the TSP to the person(s), corporation(s), household goods carriers, household goods freight forwarders, or other authorized TSP(s) that actually bear the fuel cost for any shipment(s), or any portion thereof, transported under this tender. TSPs shall insert a clause that meets the intent of this requirement in any subcontract with any motor carrier or household goods freight forwarder, or other person or entity at any tier authorized to transport household goods shipments.

a. In no event shall this legal requirement be interpreted to provide any subcontractor lacking privity of contract with the U.S. Government with legal standing to assert a transportation claim for payment pursuant to 31 U.S.C. 3726 against HQ SDDC, USTRANSCOM, or the Department of Defense due to a TSP's failure to insert the required clause in any subcontract, or the failure of a TSP to otherwise properly comply with the fuel-related surcharge pass-through requirement established by Section 884 of the 2009 National Defense Authorization Act.

b. TSPs 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.

NOTE: For the convenience of TSPs, a sample provision implementing this requirement is provided herein as follows:

TSP agrees that it shall be solely responsible to pass-through and pay subcontractor any fuel-related surcharge for the relevant portion of truck transportation services actually performed by subcontractor for fuel surcharge sums actually paid to TSP for DOD household goods shipment(s). TSP agrees that any fuel-related surcharge amount owed to subcontractor shall be paid immediately upon TSP's receipt of payment from DOD. TSP and subcontractor agree that in no event shall subcontractor be entitled to file a transportation claim

directly with the U.S. government, or that the subcontractor shall have a cognizable or valid transportation claim for fuel-related surcharges directly against the government due to failure or refusal of a TSP to pay any subcontractor any lawfully owed fuel-related surcharge for fuel costs actually incurred by subcontractor.

Billing Note 1: The code identified for fuel surcharge billing is an authorized ANSI code. Fuel price adjustments will be clearly shown on all paper and electronic Government Bills of Lading and invoices. The amount of any diesel fuel rate surcharge must be shown as a separate item on the Transportation Service Provider's invoice.

Billing Note 2: Fuel surcharge is not authorized, and shall not be billed or paid, on third party services (TPS).

Item 514 [GOC] Use of Government-Owned Containers (GOCs)

(514A) - Use of GOCs - reduction charge
(514B) - Use of GOCs - auxiliary service charge - vehicle hours
(514C) - Use of GOCs - auxiliary service charge - labor - regular
(514D) - Use of GOCs - auxiliary service charge - labor - overtime
(514E) - Use of GOCs - auxiliary service charge - labor - Sunday/holiday - Alaska only

NOTE: Until further notice, GOCs shall be billed under Item code 533A-Miscellaneous charge.

Billing Note 1: Use the auxiliary service for per hour per vehicle are under Item 501 when the container turn-in point is beyond a 10-mile radius and bill the charge under sub item 514B.

Billing Note 2: Use the applicable labor rates contained in Item 502 when billing regular labor services under sub item 514C, overtime labor services under sub item 514D, or Sunday/holiday labor services (Alaska only) under sub item 514E.

a. Transportation Service Providers must report GOCs by container number to the destination PPSO upon notification of delivery.
b. Transportation Service Providers may use GOCs to transport ITGBL shipments when containers are made available by the PPSO. When a Transportation Service Provider uses GOCs, a reduction of **$45.00** (514A) for each container of 166 cu. ft. or greater will apply to the shipment. The PPGBL will be annotated as follows:

   "(Number of) containers, 166 cu. ft. or greater, were used to transport shipment. $(Amount) reduction applies to shipment."

c. GOCs will be returned by the Transportation Service Provider to Government control without cost to the Government if either the destination residence or Transportation Service Provider's facility is within a 10-mile radius of the destination PPSO turn-in point.
d. If the turn-in point is beyond a 10-mile radius, disposition instructions will be issued by the destination PPSO. Charges will be computed based on same charge as for Auxiliary Services.

Item 515 RESERVED FOR FUTURE USE

Item 516 Shipping Procedures for the Hawaiian Islands

(516A) – Vehicle hours
(516B) – Labor – regular
(516C) – Labor – overtime

a. For shipments from/to the Island of Oahu, the SFR for US89 applies.

b. For shipments that are destined to the Island of Oahu and then transported to a neighbor island, TSPs will be authorized additional labor, vehicle, and water/air charges for shipments which are transported to the Island of Oahu (US89) and require further movement to an outer island due to misconsignment of the shipment by the original PPSO or reassignment of the customer. Charges for labor and vehicle will be in accordance with rates set forth in Items 501 and 502 of the Tender. In order to substantiate payment, a certified DD Form 619 and ocean bill of lading, or airway bill for UB shipments must be submitted to the appropriate finance and accounting office with the TSP's payment invoice.

c. For shipments from/to the neighbor Islands of Oahu, see Item 1302h. These shipments will be handled under the OTO program.

Neighbor islands of Oahu are Kauai, Maui, Molokai, Lanai, and the island of Hawaii ("Big Island").

Item 517 Shipping Procedures for the Florida Keys

(517A) - Pickup or delivery - Florida Keys

This item applies to HHG only. For pickup or delivery of shipments from/to the Florida Keys, the SFR for US4964400 plus **$5.37** (517A) per net CWT charge will apply.

Item 518 SIT and Warehouse Handling Charges - HHG

(518A) - SIT - each additional day (CONUS)

(518B) - SIT - first day (CONUS) and warehouse handling

(518C) - SIT – first day (OCONUS) and warehouse handling

(518D) – SIT – each additional day (OCONUS)

Billing Note 1: Use a combination of sub item 518B for the first day charge and warehouse handling and 518A for each additional day charge when billing SIT services within CONUS.

Billing Note 2: Use a combination of sub item 518C for the first day charge and warehouse handling and 518D for each additional day charge when billing SIT services outside CONUS.

a. SIT and warehouse handling charges are in dollars and cents per net CWT and apply based on location listed on Block 18 for Destination SIT and Block 19 for Origin SIT of the BL. Charges for these services will be based on actual weight of goods stored in transit, subject to a 500-pound minimum. Rates in effect on the date of actual pickup at origin will apply.

b. This item applies when an automated SIT Control Number is issued by DPS to the requesting TSP/ authorized Agent or the responsible PPSO validates and authorizes an automated SIT Control Number.

   1) Storage charges apply for each day of storage and apply each time SIT service is rendered. Storage days will include the day goods are placed in storage and the day goods are removed from storage.

   2) If the goods are removed from storage on the same day they are placed in storage, one (1) day storage will apply.

   NOTE: Please refer to Item 534 for delivery of containerized shipments for additional SIT guidelines and standards.

c. Except as provided below, a shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. PPSO will notify TSP of the extension of the projected termination date. When not removed from SIT at midnight on the day specified: the liability of the TSP shall terminate at midnight on the date of expiration authorized by the PPSO, the through PPGBL character of the shipment will cease, the warehouse will be considered the destination of the shipment, the warehouseman will become the agent for the shipper, and the shipment becomes subject to the rules, regulations and charges of the warehouseman.

   EXCEPTION: When the shipper has requested final delivery of its property, on a date five days preceding the expiration of storage, and when the TSP, through no fault of the shipper, does not deliver the property prior to the end of the of the authorized period, then SIT charges will not apply after the expiration date of the SIT period authorized by the PPSO. All other provisions under the original tender will continue in effect until property is delivered to final residence.

d. Delivery to residence should be made on the date requested, if possible. If prior commitments prevent delivery on that date, (every effort should be made to deliver as soon as possible thereafter within five (5) working days after the requested delivery date). In any event, storage charges shall cease to accrue on either of the following dates, whichever is earlier:

1) Requested delivery date, or five (5) working days following notification to, whichever is later; or
2) Date of actual delivery for CONUS locations, or the date immediately prior to the date of actual delivery for overseas locations.

e. See State GBLOC Item 500 Table, Geographical Application of Rates and Schedules, for SIT and Warehouse Handling Rate to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS (other than points listed below).

OVERSEAS APPLICATION: Rates apply in the territory or at the points shown below based on the location (Block 18 for Destination SIT and Block 19 for Origin SIT)

Overseas Area	1st day of SIT and Warehouse Handling NWCT (518C)	EA Additional Day NWCT (518D)
ALASKA	$5.88	$0.20
ARGENTINA	$3.42	$0.10
AUSTRALIA	$5.89	$0.10
BELGIUM, CRETE, SPAIN, TURKEY & ALL OTHER EUROPEAN COUNTRIES NOT OTHERWISE PROVIDED	$5.29	$0.15
BRAZIL	$4.78	$0.13
CANADA	$3.35	$0.07
CHILE, COLOMBIA, COSTA RICA, ECUADOR, EL SALVADOR	$3.39	$0.09
GERMANY	$7.03	$0.20
GUAM	$3.26	$0.09
GUATEMALA, HONDURAS, PERU & VENEZUELA	$4.33	$0.12
HAWAII	$6.92	$0.21
ICELAND	$5.05	$0.14
ITALY, SICILY & SARDINIA	$4.38	$0.12
JAPAN – CENTRAL (JA01)	$5.39	$0.18
JAPAN – SOUTH (JA02)	$5.17	$0.15
JAPAN – NORTH (JA03)	$4.85	$0.16
OKINAWA (JA96)	$4.11	$0.14
KOREA, PHILIPPINES & SUBIC BAY	$5.56	$0.13
THE NETHERLANDS	$6.07	$0.14
PUERTO RICO	$5.64	$0.15
UNITED KINGDOM	$5.67	$0.19
URUGUAY	$2.99	$0.08
ANY GEOGRAPHIC LOCATIONS (INCLUDING AUTONOMOUS REGIONS-	$3.36	$0.08

e.g. Azores) OTHER THAN THOSE LISTED ABOVE

Item 519 SIT and Warehouse Handling Charges – UB

(519A) - SIT – first day and warehouse handling
(519C) – each additional day

a. SIT and warehouse handling charges are in dollars and cents per gross CWT and apply based on location listed on Block 18 for Destination SIT and Block 19 for Origin SIT of the BL. Charges for these services will be based on actual weight of goods stored in transit, subject to a 300 lbs minimum. Rates in effect on the date of actual pickup at origin will apply.

b. This item applies when an automated SIT Control Number is issued by DPS to the requesting TSP/ authorized Agent or the responsible PPSO validates and authorizes an automated SIT Control Number.

   1) Storage charges apply for each day of storage and apply each time SIT service is rendered. Storage days will include the day goods are placed in storage and the day goods are removed from storage.

   2) If the goods are removed from storage on the same day they are placed in storage, one (1) day storage will apply.

c. Except as provided below, a shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. PPSO will notify TSP of the extension of the projected termination date. When not removed from SIT at midnight on the day specified: the liability of the TSP shall terminate at midnight on the date of expiration authorized by the PPSO, the through PPGBL character of the shipment will cease, the warehouse will be considered the destination of the shipment, the warehouseman will become the agent for the shipper, and the shipment becomes subject to the rules, regulations and charges of the warehouseman.

   EXCEPTION: When the shipper has requested final delivery of its property, on a date three (3) days preceding the expiration of storage, and when the TSP, through no fault of the shipper, does not deliver the property prior to the end of the of the authorized period, then SIT charges will not apply after the expiration date of the SIT period authorized by the PPSO. All other provisions under the original tender will continue in effect until property is delivered to final residence.

d. Delivery of shipments to residence from SIT at origin, in route or at destination will be made on the date requested, if possible. If prior commitments of the TSP prevent delivery on that date, every effort should be made to deliver as soon as possible, subject to the following:

   1) If the shipment is not removed from storage by the 3rd working day (excluding Saturday, Sunday and Holidays) after the requested delivery date(s), storage charges will cease to accrue after such date.

   2) If the shipment is removed from storage prior to the 3rd working day after the requested delivery date(s), storage charges will cease to accrue the day the shipment is removed.

   3) Date of actual delivery for CONUS locations or the date immediately prior to the date of actual delivery for overseas locations, storage charges will cease to accrue after such date.

Billing Note 1: Delivery to residence will be made on the date requested by the Customer provided the request for delivery is in IAW the above guidance.

Rates are in dollars and cents per gross CWT and apply in territory or areas shown below, based on location (Block 18 for Destination SIT and Block 19 for Origin SIT)

When Warehouse is Located At:	1ST day of SIT and Warehouse Handling – Per Gross CWT (519A)	SIT each additional day – Per Gross CWT (519C)
ANY POINT WITHIN CONUS	$2.60	$0.10
OVERSEAS:		
ALASKA (ALL ZONES)	$3.45	$0.16
AUSTRALIA	$5.76	$0.23
BELGIUM	$5.15	$0.26
GERMANY	$6.22	$0.33
HAWAII	$5.96	$0.17
JAPAN – CENTRAL (JA01)	$5.03	$0.29
JAPAN – SOUTH (JA02)	$5.29	$0.30
JAPAN – NORTH (JA03)	$3.12	$0.15
OKINAWA (JA96)	$3.28	$0.16
KOREA	$4.35	$0.21
THE NETHERLANDS	$5.50	$0.26
NORWAY	$3.92	$0.20
PUERTO RICO	$4.76	$0.25
SCOTLAND/UNITED KINGDOM	$5.62	$0.28
ANY GEOGRAPHIC LOCATIONS (INCLUDING AUTONOMOUS REGIONS- e.g. Azores) OTHER THAN THOSE LISTED ABOVE	$2.47	$0.10

Billing NOTE 2: Delivery to residence will be made on the date specified by the PPSO provided the PPSO has given the TSP three (3) working days notice. TSP must deliver shipment no later than three (3) working days after PPSO notification. If notification is given before noon of a working day that day will be considered day one. If notification is given after noon of a working day, following day will be considered day one. Storage charges will cease as shown below:

a) After day three (3), when the shipment is delivered beyond the 3rd working day at the convenience of the TSP.

b) The day after the shipment is removed from storage, when the shipment is delivered beyond the 3rd working day at the PPSO's request.

Billing NOTE 3: This item applies when SIT is ordered by a PPSO and performed by a TSP or its agent. Storage days will include the day goods are placed in storage and the day goods are removed from storage.

Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments - HHG

(520A) - SIT - pickup or delivery charges

(520B) –SIT – pickup or delivery over 50 miles for CONUS

(520C) - SIT - overtime loading and unloading

(520D) – SIT – pickup or delivery for OCONUS

Billing Note 1: The applicable rate is based on mileage and location as described in this item, when billing pickup or delivery services under sub item 520A. Use the applicable HHG rate contained under Item 504 when billing overtime loading and unloading services under sub item 520C.

Billing Note 2: For shipments that are released to dock, the TSP is not authorized this charge. TSP shall submit a pre-approval for labor for placing items on dock. If TSP plans to assist the customer with loading their vehicle, TSP can submit a pre-approval for labor (Item 502). TSP will be required to submit a refund for non-performance of unpacking. The rate for HHG is $3.00 CWT under item code 522D SFR Reduction.

a. Rates in this item apply to drayage of SIT shipments as follows:

   1) From residence to Origin SIT (origin SIT location is the original requested pickup address-Block 19** of the bill of lading at time shipment is accepted by TSP, not the warehouse location).

   2) From destination SIT (destination SIT is the original requested delivery address-Block 18** of the bill of lading at time shipment is accepted by TSP, not the warehouse location) to final residence.

*NOTE 1: Applies to shipments stored at either Commercial or Government facility.

**NOTE 2: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPGBL will be reflected in the DPS PPGBL at the completion of the pre move survey.

b. Shipments stored within CONUS:

   1) Pickup or delivery within a 50-mile driving radius of pickup or delivery location requested at the time the shipment is accepted by TSP (designated in Block 19* or Block 18* of the bill of lading); apply the rates in applicable schedule in this item.

   2) Pickup or delivery beyond 50-mile driving radius of the location requested at the time the shipment is accepted by TSP (designated in Blocks 19* or 18* of the bill of lading), apply applicable schedule in this item plus rate for additional mileage beyond 50 miles, as contained in line haul table. See Item 530. The combined cost is billed under 520B.

*NOTE: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPGBL will be reflected in the DPS PPGBL at the completion of the pre move survey.

c. Shipments stored within overseas areas: All mileage billed under 520D

   1) For shipments stored overseas (except for overseas areas in Schedules R, S, T, V, W, and X), apply the applicable rate utilizing Item 530 Line Haul Rate Table to formulate cost and invoice using Item 520D.

   2) The break point indicated in this item is the weight at which the use of the minimum weight and applicable rate table of the next higher weight bracket becomes cost favorable.

d. Long delivery out of SIT may not be used for shipments requiring further over-ocean movement. Shipments that require further movement to or through one (1) or more OCONUS rate areas will be authorized for a diversion (Item 526) or termination (Item 522/523). Shipment(s) that are terminated at the SIT facility and reshipped will be IAW Item 524 or 525.

NOTE: If PPSOs request delivery out of SIT greater than 50 miles (aka long delivery out of SIT) within the same OCONUS rate area, but not requiring over-ocean movement, the TSP will agree to deliver the shipment under the same GBL that brought the shipment into SIT. No additional documentation will be provided and the TSP will bill the additional transportation charge in accordance with rates in Item 530 (line haul tables).

e. The PPSO may order, subject to the TSP's concurrence, the services provided by this item during other than regular working hours. The rates specified below plus overtime loading and/or unloading charges will apply. These additional charges will not apply when service is performed for the convenience of the TSP. When such service is ordered, it must be confirmed in writing. Rates in effect on date of actual pickup at origin will apply.

f. See State GBLOC Item 500 table, Geographical Application of Rates and Schedules for Pickup or Delivery Transportation Schedules to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS.

Pickup or Delivery Transportation Rates applying on Storage-in-Transit	APPLY RATES IN SCHEDULE
At any point within CONUS, refer to	State GBLOC Item 500 Table (Item 520A)
All other points within Canada	R
CANADA: Provinces of British Columbia, Labrador and Territories of Northwest and Yukon and Toronto, Ontario; Montreal, Quebec, Halifax, Nova Scotia; Ottawa, Ontario; Calgary, Alberta; Edmonton, Alberta; Winnepeg, Manitoba; Hull, Quebec, and any point within a 25 mile radius of each above named city	S
Hawaii:	T
Alaska:	V
Puerto Rico:	W
Guam:	X
All Other Overseas Areas	*See Para c. 1

g. **PICKUP OR DELIVERY TRANSPORTATION RATE SCHEDULES:**

If applicable, please refer to the HQ SDDC Personal Property website located at: www.sddc.army.mil/pp/default.aspx and follow the site path listed below:

"International" > "International Tables" > "520A Schedules"

Item 521 Pickup or Delivery Transportation Rates to Apply on SIT Shipments - UB

(521A) – SIT – any point within CONUS – 30 miles or less
(521B) – CONUS and the Island of Oahu, Hawaii – over 30 miles – min charge
(521C) – Alaska – 30 miles or less
(521D) – Alaska – over 30 miles – min charge
(521E) – Germany 0 30 miles or less
(521F) – Germany – over 30 miles – min charge
(521G) – Hawaii – 30 miles or less
(521H) – Islands of Hawaii (other than Islands of Oahu) – over 30 miles – min charge
(521I) – all other overseas areas – 30 miles or less
(521J) – all overseas areas except (Germany, Alaska, or Hawaii) – over 30 miles – min charge
(521K) – minimum charge
(521L) – administrative fee

Billing Note 1: Sub item 521A is subject to a minimum charge when billing pickup or delivery services from SIT for UB shipments. The rates used for costing sub item 521A are based upon location and mileage.

Billing Note 2: For shipments that are released to dock, the TSP is not authorized this charge. TSP shall submit a pre-approval for labor for placing items on dock. If TSP plans to assist the customer with loading their vehicle, TSP can submit a pre-approval for labor (Item 502). TSP will be required to submit a refund for non-performance of unpacking. The rate for UB is $3.00 CWT under item code 522D SFR Reduction.

a. Rates apply for pickup of shipments at residence and transportation to origin SIT or for delivery from destination SIT to residence or other final delivery point; however, for the purposes of determining applicable distances, mileage is measured between the original requested pickup address (Block 19* of the bill of lading for origin SIT) or original requested delivery address (Block 18* of the PPGBL for destination SIT) at the time the shipment is accepted by the TSP and actual residence (not the warehouse location).

NOTE 1: This item applies when either a commercial or Government storage facility is used.

NOTE 2: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPGBL will be reflected in the DPS PPGBL at the completion of the pre move survey.

b. Rates apply in territory or areas shown below based on location of warehouse where SIT service is provided. Charges are subject to a **$52.56** (521K) minimum per shipment.

c. The following rates apply within 30-mile radius of the original requested pickup address (Block 19 of the PPGBL for origin SIT) or original requested delivery address (Block 18 of the PPGBL for destination SIT) at the time the shipment is accepted by the TSP, independent of warehouse location:

APPLICABLE RATES WHEN WAREHOUSE IS LOCATED AT:	RATES PER GROSS CWT
Any point within CONUS (521A)	$24.18
Overseas:	
Alaska (521C)	$23.21
Germany (521E)	$10.26
Hawaii (521G)	$20.40
All other overseas areas (521I)	$5.96

d. For distances over a 30-mile radius:

1) Within CONUS and the Island of Oahu, Hawaii, apply the rates in the applicable line haul rate tables or the above rates, whichever is greater, subject to **$69.06** (521B) minimum charge per shipment.

2) Overseas (except Germany, Alaska, and Hawaii), apply the rates in the applicable line haul rate tables or the above rate, whichever is greater, subject to **$39.68** (521J) minimum charge per shipment.

3) Within Alaska, apply the rates in the applicable line haul rate tables or the above rate, whichever is greater, subject to **$69.06** (521D) minimum charge per shipment.

4) Germany (either origin and/or destination) apply rates in the applicable line haul rate tables or the above rate, whichever is greater, subject to **$39.57** (521F) minimum charge per shipment.

5) An administrative fee of **$22.00** (521L) per shipment.

e. For delivery or pickup of shipments from/to SIT to Islands of Hawaii other than Oahu, the rate of **$13.89** (521H) per gross CWT in addition to the above will apply.

f. Pickups and/or deliveries may be made after regular hours or days at the written request of the PPSO, subject to the TSP's concurrence and additional charges. If this service is provided for the convenience of the TSP with the customer's concurrence, additional charges WILL NOT APPLY.

g. Charges noted above are in addition to the SFR.

NOTE: If PPSOs request delivery out of SIT greater than 30 miles (aka long delivery out of SIT) the TSP will agree to deliver the shipment under the same GBL that brought the shipment into SIT. No additional documentation will be provided and the TSP will bill the additional transportation charge in accordance with rates in Item 530 (line haul tables).

Item 522 Termination of Shipments - HHG

(522A) - Termination charge

(522B) - Shipments Terminated Prior to Origin Departure

(522C) - Shipments Terminated Subsequent to Movement from Origin

(522D) - SFR Reduction

Billing Note 1: For shipments terminated prior to commencement of ocean or air transportation, TSPs are entitled to bill for packing related services, using the rates contained under Item 522 and applicable line haul services from the origin to point of termination in lieu of their SFR.

Billing Note 2: For shipments terminated during or following the completion of over water transportation, TSPs are entitled to bill their SFR to the rate area of termination or their SFR to the rate area of the original destination point, whichever is less, reduced for nonperformance of unpacking services contained under Item 522. Charges should be billed by referencing the appropriate billing code as prescribed below. TSPs are also entitled to bill a termination charge under sub item 522A.

a. A shipment will be terminated when appropriate and ordered by a PPSO or other authorized Government representative.

b. When an order for termination is received, the TSP will locate the shipment, advise the PPSO of shipment's location and effect the required change. The PPSO will issue a PPGBL correction notice to reflect the termination point.

c. The following will apply to shipment terminated for the convenience of the Government:

1) Shipments terminated prior to departure from the origin primary pickup address (both CONUS and OCONUS). Applicable payments are authorized as follows:

a) In order to be paid for services rendered, the TSP is required to submit a legible inventory signed by the customer or designated representative to the Origin shipping office for approval, of all HHG items packed, disassembled, prepared for movement, unpacked, and reassembled.

1) TSP will be compensated by the cubic foot for packed, disassembled, prepared for movement, unpacked, and reassembled HHG items. The estimated weight of HHG, including Professional Books, Paper, and Equipment (PBP&E) will be determined by utilizing seven (7) lbs per cubic foot.

2) **$29.23** (522B**)** per net CWT in CONUS

3) **$36.65** (522B) per net CWT in OCONUS

b) The TSP must use the “weight estimator” located at on the Move.mil page under: www.move.mil **> DOD Service Member’s and Civilians > Before You Move > Weight Allowance > “Weight Estimator”** link to obtain the cubed weight for authorized HHG items.

2) Shipments terminated subsequent to movement from origin but prior to commencement of ocean or air transportation. Applicable payments are authorized as follows:

a) **$26.09** (522C) per net CWT in CONUS; **$33.65** (522C) per net CWT in OCONUS areas for packing, including the use of packing materials and stuffing into HHG containers.

b) Apply applicable line haul rates to cover local drayage from residence to warehouse.

c) Applicable line haul rates from origin warehouse to point of termination.

d) SIT and warehouse handling charges, when required and authorized.

NOTE 1: For shipments returning back to origin from the WPOE/APOE, when required and authorized. TSP will be compensated using Item 530 line haul rates from origin warehouse to WPOE/APOE and return to origin, and fuel surcharge (CONUS, AK, and HI only).

NOTE 2: For shipments returning back to origin: If shipment was placed into SIT at the nearest DOD approved SIT facility near the WPOE/APOE while awaiting for further instruction from the PPSO, the

TSP will be authorized a delivery out of SIT and fuel surcharge (CONUS, AK, and HI only). PPSO will update shipment status in DPS to “Terminate” after shipment has been returned back to the customer.

3) Shipments terminated during or subsequent to the completion of over water transportation. Applicable payments are authorized as follows:

   a) TSP's SFR to rate area of the termination point or TSP's SFR to the rate area of the original destination point, whichever is less, minus **$3.00** (522D**)** per CWT for nonperformance of the unpacking services. The PPGBL correction notice will reflect this reduction.

   b) If the shipment is to be delivered to a residence or warehouse also within the rate area of the termination point, the TSP's SFR rate as specified above in paragraph c(1), plus appropriate charges for additional services as ordered by the PPSO on a DD Form 619, will apply.

4) A termination charge of **$10.00** (522A) per shipment will apply in addition to other charges authorized herein. The termination charge will be supported by the PPGBL correction notice.

   a) When shipments are terminated through the fault of the TSP, the provisions of the Chapter 3, Item 325, Shipment Termination, apply. The termination charge of **$10.00** will not apply.

NOTE: Any charges for services performed after the termination of the shipment will be in accordance with applicable rules and rates.

Item 523 Termination of Shipments - UB

(523A) - Termination charge

(523B) - Shipments Terminated Prior to Departure from Origin

(523C) - Shipments terminated Subsequent to Movement from Origin

Billing Note 1: For shipments terminated prior to commencement of ocean or air transportation, TSPs are entitled to bill for packing related services, using the rates contained under Item 523 and applicable line haul services from the origin to point of termination in lieu of their SFR.

Billing Note 2: For shipments terminated during or following the completion of over water transportation, TSPs are entitled to bill their SFR to the rate area of termination or their SFR to the rate area of the original destination point, whichever is less, reduced for nonperformance of unpacking services contained under Item 523. Charges should be billed by referencing the appropriate billing code as prescribed below. TSPs are also entitled to bill a termination charge under sub item 523A.

a. A shipment will be terminated when appropriate and ordered by a PPSO or other authorized Government representative.

b. When an order for termination is received, the TSP will locate the shipment, advise the PPSO of shipment's location and effect the required change. The PPSO will issue a PPGBL correction notice to reflect the termination point.

c. The following will apply to shipment terminated for the convenience of the Government:

   1) Shipments terminated prior to departure from the origin primary pickup address (both CONUS and OCONUS). Applicable payments are authorized as follows:

      a) In order to be paid for services rendered, the TSP is required to submit a legible inventory signed by the customer or designated representative to the Origin shipping office for approval, of all UB items packed, disassembled, prepared for movement, unpacked, and reassembled.

         1) TSP will be compensated by the cubic foot for packed, disassembled, prepared for movement, unpacked, and reassembled UB items. The estimated weight of UB, including Professional Books, Paper, and Equipment (PBP&E) will be determined by utilizing seven (7) lbs per cubic foot.

         2) **$26.20** (523B) per gross CWT

b) The TSP must use the "weight estimator" located on the Move.mil page under: www.move.mil **> DOD Service Member's and Civilians > Before You Move > Weight Allowance > "Weight Estimator"** link to obtain the cubed weight for authorized UB items.

2) Shipments terminated subsequent to movement from origin but prior to commencement of ocean or air transportation. Applicable payments are authorized as follows:

a) **$23.06** (523C) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

b) Apply applicable line haul rates to cover local drayage from residence to warehouse.

c) Applicable line haul rates for from origin warehouse to point of termination.

d) SIT and warehouse handling charges, when required and authorized.

NOTE 1: For shipments returning back to origin from the WPOE/APOE, when required and authorized. TSP will be compensated using Item 530 line haul rates from origin warehouse to WPOE/APOE and return to origin, and fuel surcharge (CONUS, AK, and HI only).

NOTE 2: For shipments returning back to origin: If shipment was placed into SIT at the nearest DOD approved SIT facility near the WPOE/APOE while awaiting for further instruction from the PPSO, the TSP will be authorized a delivery out of SIT and fuel surcharge (CONUS, AK, and HI only). PPSO will update shipment status in DPS to "Terminate" after shipment has been returned back to the customer.

3) Shipments terminated during or subsequent to the completion of ocean or air transportation. Applicable payments are authorized as follows:

a) TSP's SFR to rate area of the termination point or TSP's SFR to the rate area of the original destination point, whichever is less, minus **$3.00** (522D) per CWT for nonperformance of the unpacking services. The PPGBL correction notice will reflect this reduction.

b) If the shipment is to be delivered to a residence also within the rate area of the termination point, the TSP's SFR rate as specified above, plus appropriate charges for additional services as ordered by the PPSO on a DD Form 619, will apply.

4) A termination charge of **$10.00** (523A) per shipment will apply in addition to other charges authorized herein. The termination charge will be supported by the PPGBL correction notice.

d. When shipments are terminated through the fault of the TSP, the provisions of Chapter 3, Item 325, Shipment Termination, apply. The termination charge of **$10.00** will not apply.

e. UB shipments requiring long delivery out of SIT in the USEUCOM area, due to customer's reassignment to another rate area location, will be terminated. The PPSO is responsible for determining and selecting the most cost-effective method for onward movement of the shipment.

Item 524 Reshipments - HHG

(524A) - Reshipment: Original TSP

(524B) - Reshipment: New TSP

(524C) - SFR Reduction

Billing Note: This item applies to HHG shipments terminated for the convenience of the Government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL and related charges should be billed by referencing the appropriate billing code as prescribed below:

If the TSP originally handling the shipment is awarded the onward transportation under an existing HQ SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 524.

If the onward transportation of the shipment is tendered to a TSP under a negotiated OTO rate, there is no reduction to the SFR.

If another TSP is awarded the shipment under an existing HQ SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 524. If a TSP must repack a shipment to ensure safe transport and/or for liability reasons, upon approval by the PPSO, the reduction for non-performance of packing will not apply.

a. This item applies to shipments which are terminated for the convenience of the Government and which require over ocean transportation either by air or water. A reshipment normally will be handled by the TSP originally tendered the shipment if that TSP has a cost effective HQ SDDC-approved rate on file or negotiates an acceptable OTO rate with HQ SDDC.

b. The point of termination will be considered the final destination of the original shipment and the GBL will be adjusted accordingly.

c. Onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL:

   1) If the TSP originally handling the shipment has a cost effective HQ SDDC approved rate on file to the new destination, that SFR, less **$13.08** (524A) per net CWT in CONUS, **$18.00** (524A) per net CWT in OCONUS areas for nonperformance of packing and stuffing will apply. The reduction will be supported by a PPSO annotation on the original PPGBL.

   2) If the TSP originally handling the shipment does not have a cost effective, HQ SDDC-approved SFR on file to the new destination, an acceptable OTO SFR will be negotiated or the shipment will be tendered to another TSP.

   3) If the shipment is tendered to another TSP with a cost effective, HQ SDDC approved rate on file, this SFR will be reduced by **$5.00** (524B) per net CWT for nonperformance of packing services. The shipment will be decontainerized and restuffed into other containers and original containers returned to the owner.

d. The above procedures are not applicable to those shipments terminated and retendered due to the fault of the TSP, such as TSP bankruptcy or failure to complete movement as defined in Chapter 3, Item 325. The following procedures will apply:

   1) Shipments will remain in the original TSP's containers. These containers will be made available to the original TSP by the new TSP at destination.

   2) The SFR will be reduced by **$5.00** (524C) per net CWT for nonperformance of packing services when the shipment is tendered to another TSP with a cost effective HQ SDDC-approved rate on file.

   3) SFR reductions for nonperformance of packing will not apply when OTO rates are solicited by HQ SDDC to complete onward movement of these shipments.

e. Old and new PPGBLs will be cross-referenced.

Item 525 Reshipments - UB

(525A) - Reshipment: Original TSP

(525B) - Reshipment: New TSP

Billing Note: This item applies to UB shipments terminated for the convenience of the Government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL and related charges should be billed referencing the appropriate billing code as prescribed below:

If the TSP originally handling the shipment is awarded the onward transportation under an existing HQ SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 525.

If the onward transportation of the shipment is tendered to a TSP under a negotiated OTO rate, there is no reduction to the SFR.

If another TSP is awarded the shipment under an existing HQ SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 525.

a. This item applies to shipments which are terminated for convenience of the Government and which require over ocean transportation either by air or water. A reshipment normally will be handled by the TSP originally tendered the shipment if that TSP has a cost effective, HQ SDDC-approved rate on file or negotiates an acceptable OTO rate with HQ SDDC.

b. The point of termination will be considered the final destination and the original PPGBL will be terminated at that point.

c. Onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL:

   1) If the TSP originally handling the shipment has a cost effective, HQ SDDC approved rate on file to the new destination, that SFR, less **$5.00** (525A) per gross CWT for nonperformance of packing will apply. The reduction will be supported by a PPSO annotation on the original PPGBL.

   2) If the TSP originally handling the shipment does not have a cost effective, HQ SDDC approved rate on file to the new destination, an acceptable OTO SFR will be negotiated or the shipment will be tendered to another TSP.

   3) If the shipment is tendered to another TSP with a cost effective, HQ SDDC approved rate on file, this SFR will be reduced by **$5.00** (525B) per gross CWT for nonperformance of packing services.

d. Old and new PPGBLs will be cross-referenced.

Item 526 Shipments Diverted After Commencement of Transportation Service

(526A) - Diversion charge

(526B) - Diversion - Port Handling

(526C) - Diversion - Storage

NOTE: Line haul transportation charges in connection with a diversion shall be billed under Item code 533A-Miscellaneous charge.

Billing Note 1: A charge per shipment using 526A applies when a change to a new destination point occurs more than 50 miles (HHG) and 30 miles (UB) from the original destination point.

Billing Note 2: Additional port handling charge(s) may apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the additional port handling charge(s) as 526B for actual costs incurred supported by a copy of the original invoice(s) from port agent.

Billing Note 3: Diversion of some shipments affects the SFR. Reference the appropriate International Personal Property Rate Tender guidance under Item 526 for proper billing procedures. Bill the adjustment caused by a diversion using the appropriate billing code as prescribed below.

Billing Note 4: A storage charge may apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the storage charge as 526C for actual costs incurred supported by a copy of the original invoice(s) from port agent

a. Upon instructions made and confirmed in writing by the PPSO, shipments will be diverted subject to the provisions and charges shown below. However, when charges are assessed in accordance with the provisions of this item, the charges associated with delivery from SIT herein will not apply. Diversion requests for OTO shipments must be submitted by the PPSO to SDDC-PP-Rates usarmy.scott.sddc.mbx.pp-rates-oto@mail.mil for further shipment instructions.

b. The term(s) diverted or diversion as used herein means:

   1) A change to the destination point more than 30 (UB) or 50 (HHG) miles from the original destination point.

2) A diversion will be made only at an ocean or aerial port of embarkation, an ocean or aerial port of debarkation, or at destination point. If the PPSO directs the movement of the shipment to a place which is less than 50 miles for HHGs or 30 miles for UB (see Item 520 and Item 521) from the original destination point of the shipment, the shipment will be terminated at the point designated by the PPSO and no diversion will occur. In such instance, the SFR will be that applicable to the original destination point. If the PPSO directs the movement of the shipment to a place which is more than 50 miles for HHGs or 30 miles for UB from the original destination point, the transportation charges as stated below in this item will apply.

3) EXCEPTION: The provisions of this item will not apply if instructions are received to change the destination of a shipment that is in SIT at destination. In such instances, transportation charges to the new destination point from the SIT warehouse will be computed under the provisions of Pickup/Delivery Transportation Rate to apply on SIT shipments.

c. When an order for diversion is received by TSP, diligent effort will be made by the TSP to locate the shipment and the ocean or aerial port of embarkation or debarkation, or destination and effect the change desired. The TSP will not be responsible for failure to effect the change ordered, unless such failure is due to error or negligence of the TSP or its employees.

d. Upon receipt of an order to divert from the PPSO the TSP's may bill (with PPSO Diversion approval) a diversion charges, of **$40.00** (526A) per shipment. When applicable, the following additional provisions, rates, and charges will apply.

e. Please refer to the HQ SDDC Personal Property website (www.sddc.army.mil/pp/default.aspx) to view the Item 526 Diversion Table and select the following site path:

"International" > "International Tables" > "526 Diversion Table"

NOTE 1: Item 526 Diversion Table is currently being revised and has been temporarily removed from the Personal Property website. We recommend all parties (JPPSOs/PPSOs & TSPs) contact HQ SDDC Personal Property Operations Division via email at usarmy.scott.sddc.mbx.pp-ops@mail.mil **for assistance with shipments that require a diversion.**

NOTE 2: If the instructions for charges herein indicate the use of a SFR or an inter-theater or intra theater rate from a POE or POD, the actual transportation rate to be utilized will be the rate from the PPSO nearest the POE or POD. The applicable line haul rate table will have no application.

NOTE 3: If the TSP does not have a SFR on file from the origin to the new destination, the shipment will be terminated and the nearest PPSO will direct the shipment as required.

Item 527 Delivery of Split Codes T and 5 Shipments

(527A) - Multiple pickups for split Code T/5 shipments

(527B) - Multiple deliveries for split Code T/5 shipments

a. Door-to-Door Container AMC (Code T) and Door-to-Door Container MSC (Code 5) shipments which arrive at the POD on separate aircraft or vessels, and are offered to the TSP or TSP's agent not consolidated, may be considered split shipments. When offered a split shipment by an aerial or ocean POD, the TSP or TSP's agent will obtain a certificate from the aerial or ocean port that a complete shipment could not be provided.

b. The certificate must provide the flight or voyage number which will be applicable to each portion of the split shipment.

1) When pickups of a split shipment results in more than one pickup at the port/terminal, compensation to TSP for extra pickups at the port will be **$25.00**. (527A)

2) When receipt of a split shipment results in more than one delivery to residence to completely deliver shipment, the following additional charge will apply:

a) For CONUS destination: For each delivery in addition to the first delivery - **$40.00** (527B)

b) For OCONUS destination: For each delivery in addition to the first delivery - **$15.00** (527B)

c. Charges for delivery of split Code T and Code 5 shipments will be supported by copies of the POD certificates for each increment and a separate DD Form 619, issued by the destination PPSO stating the number of multiple deliveries ordered by the PPSO and performed by the International TSP to complete shipment.

d. When a split delivery occurs between two ports (primarily experienced on Code T shipments), both the provisions of Items 527 and 528 should be made applicable. Only that portion of the shipment arriving at the non-designated POD would append the line haul adjustment of Item 528. However, both PODs should issue the certificate of split/partial delivery: additionally, the POD receiving the portion as a non-designated POD should issue the separate certificate supporting Item 528.

Item 528 Use of Alternate Ports for Codes 5 and T Shipments

(528A) - Alternate Port

Billing Note: When a Code T or 5 shipment is routed through a military ocean/aerial terminal (MOT/MAT) other than the designated MOT/MAT shown in HQ SDDC's rate Tender and this results in different land mileage, adjustments of such mileage differential will be computed as follows:

- If the mileage between the MOT/MAT used and the origin or destination point exceeds the distance between the designated MOT/MAT and the origin or destination point, the TSP is entitled to be paid for such excess mileage based upon the applicable line haul rate table in addition to the applicable SFR.

- If the mileage between the MOT/MAT used and the origin or destination point is less than the distance between the designated MOT/MAT and the origin or destination point, the TSP is supposed to reduce the applicable SFR by the mileage differential based upon 100 percent of the applicable line haul rate table. In either case, such adjustments should be made to the TSP's SFR and be billed referencing code "LHS" and invoiced utilizing Item 528. The alternate port must be identified when an adjustment to the SFR is caused by use of alternate port. Identify the alternate terminal or port next to the “LHS" charge when billing. Use the authorized terminal or port codes identified in the personal property rate Tender. Use the N1 segment as defined by the DOD EDI Convention to identify the alternate port when billing via EDI.

(Also Applicable When Code 4 Shipments are off-loaded at Other Than Manifested POD)

a. International TSPs will deliver HHG's shipments moving in Code 5 and T to the military ocean/aerial terminal (MOT/MAT) shown on the Transportation Control Movement Document (TCMD). PPSOs will use DOD 4500-9R PART II Chapter 2, 202 para.Y for routing Code 5 shipments.

b. When a Code 5 or T shipment is routed through a MOT/MAT other than the designated MOT/MAT shown in the Tender and this results in different land mileage, adjustments of such mileage differential will be computed as follows:

   1) If the mileage between the MOT/MAT used and the origin of destination point exceeds the distance between the designated MOT/MAT and the origin or destination point, the TSP will be paid for such excess mileage in accordance with the applicable line haul rate table in addition to the applicable SFR.

   2) If the mileage between the MOT/MAT used and the origin or destination point is less than the distance between the designated MOT/MAT and the origin or destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable line haul rate table for the difference in mileage. This amount will be deducted from the applicable SFR.

c. To substantiate the ports utilized, the TSP will submit with his billing, any one of the following documents designating such ports:

   1) Thru Government bill of lading

   2) Ocean freight bill

   3) Port agent invoice

   4) Underlying line haul TSP bill of lading

   5) Certificate issued by a PPSO or terminal officer showing the ocean/aerial Port used

d. When for any reason, i.e., strikes or other emergencies, International Code 4 shipments are ordered off-loaded at a MOT instead of the manifested commercial Port of Debarkation (POD), and this results in a differential in land mileage, adjustment will be computed in accordance with above.

Item 529 Provisions Governing Code J Shipment On-Loaded at Other than Designated APOE Off-Loaded at Other Than Designated APOD

(529A) – Alternate Port

Billing Note: When a Code J shipment is routed through a Military Airlift Terminal (MAT) other than the designated MAT shown in HQ SDDC's rate Tender and these results in different land mileage, adjustments or such mileage differential will be computed as follows:

If the mileage between the MAT used and the origin or destination point exceeds the mileage between the MAT designated and the origin or destination point, the TSP is entitled to be paid for such excess mileage based upon the applicable line haul rate table in addition to the applicable SFR.

If the mileage between the MAT used and the origin or destination point is less than the mileage between the MAT designated and the origin and destination point, the TSP is supposed to reduce the applicable SFR by the mileage differential based upon 100 percent of the applicable line haul rate table. In either case, such adjustments should be made to the TSP's SFR and be billed referencing code "LHS" and invoiced utilizing Item 529. The alternate terminal must be identified when an adjustment to the SFR is caused by the use of an alternate terminal. Identify the alternate terminal or port next to the "LHS" charge, when billing via DPS. Use the authorized terminal or port codes identified in the Personal Property Rate Tender.

a. International TSPs will deliver UB shipments moving in Code J service to the AMC Terminal or APOE shown herein.

b. When a TSP is directed to deliver a Code J UB shipment to a specified APOE, other than that designated herein, and results in different land mileage, adjustments for such mileage will be computed as follows:

1) If the mileage between the APOE used and the origin point exceeds the distance between the designated APOE and the origin point, the TSP will be paid for such excess mileage in accordance with applicable line haul rate table in addition to the SFR.

2) If mileage between APOE used and origin point is less than the distance between the designated APOE and the origin point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the rate in the applicable line haul rate table for the difference in mileage. This amount will be deducted from the SFR.

NOTE: Mileage calculations from the alternate APOE will be based on where the shipment is physically located (e.g. if the physical shipment location is the original APOE MAT that location is utilized as the start point for mileage calculations; if the physical shipment location is at the agent warehouse, then that location would be the start point for mileage calculations). *TSP will only be compensated for services rendered; mileage not serviced to the original APOE will be subtracted from the alternate APOE mileage calculation.

c. When AMC routes a Code J shipment through a destination AMC terminal, Aerial Port of Debarkation (APOD), other than that designated and this results in different land mileage, adjustments for such mileage will be computed as follows:

1) If the mileage between APOD used and the destination point exceeds the distance between the designated APOD and the destination point, the TSP will be paid for such excess mileage in accordance with the applicable line haul rate in addition to the SFR.

2) If the mileage between the APOD used and APOD destination point is less than the distance between the designated APOD and the destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the rate in the applicable line haul rate table for the difference in mileage. This amount will be deducted from the SFR.

NOTE: The destination point for Code J (unaccompanied baggage) shipments due to a military airlift

terminal (MAT) closure is to be considered as the port agent's facility. The difference between the original APOD MAT and the alternate APOD MAT should be used for the purposes of calculating any mileage differences due to use of an alternate (MAT). The final destination of the shipment will have no bearing on the calculation of excess mileage. The TSP must receive a copy of the TCMD (provided by AMC) from the port agent for billing, showing the alternate APOD used. The TSP will submit all billings IAW with DPS invoicing procedures. All documentation must be kept for the purposes of any post audit.

d. To substantiate the ports utilized, the TSP will submit, with his billing, any one of the following documents designating such ports:

1) Thru Government bill of lading

2) Ocean freight bill

3) Port agent invoice

4) Underlying line haul TSP bill of lading

5) Certificate issued by a PPSO or terminal officer showing the Ocean/Aerial Port used

Item 530 Line Haul Rate Tables

1. The following tables will be used for delivery in/out of SIT, diversions, terminations, alternate ports, etc. Break point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

Schedule A	HHG CONUS, Hawaii, and (Alaska, diversion only)
Schedule B	HHG Overseas Line haul Rates
Schedule C	UB CONUS and Hawaii
Schedule D	UB Overseas Germany
Schedule E	UB Overseas except Germany, Hawaii, and Alaska
Schedule F	UB Alaska

2. The line haul transportation charge for a shipment shall not exceed the charge that would apply by use of the next greater unit of weight at rate applicable in the next higher rate bracket.

3. The break point represents weights at which the minimum weight in the next higher weight column times the rate in that weight column, produces a lower charge than the actual weight of the shipment times the applicable rate in such rate section. To illustrate (**example**):

a. Shipment weighs 3,450 pounds, moving 510 miles. Under Schedule A the rate would be 3,450 pounds times $19.09 per CWT equals $658.61.

b. Using the lowest weight in the next weight bracket 4,000 pounds times the rate in that bracket ($15.43) equals $617.20.

c. The correct charge for the above shipment is the lower of the two computations, namely $617.20.

4. **LINE HAUL RATE TABLES - "A-F" CONUS & OCONUS HHGs and UB SCHEDULES**

If applicable, please refer to the HQ SDDC Personal Property website located at www.sddc.army.mil/pp/default.aspx and refer to the following site path:

"International" > "International Tables" > "Line Haul Schedules"

5. **ELECTRONIC FUNDS TRANSFER PAYMENT**

a. Method of Payment. Payments by US Bank under this solicitation, including invoice and personal property Government bills of lading (PPGBLs) payments, may be made by electronic funds transfer (EFT) at the option of the US Bank. US Bank may also forward the associated payment information by electronic transfer. The term "EFT" refers to the funds transfer and may also include the information transfer.

b. Mandatory Submission of Transportation Service Provider's EFT Information.

1) The Transportation Service Provider is required, as a condition to any payment under this solicitation, to provide US Bank with the information required to make payment by EFT as described in paragraph 4 unless the payment office determines that submission of the information is not required. The Transportation Service Provider shall provide EFT information as described in paragraph 4 below.

2) If the Transportation Service Provider provides EFT information applicable to multiple PPGBLs, the Transportation Service Provider shall specifically state the applicability of this EFT information in terms acceptable to the payment office.

c. Transportation Service Provider's EFT Information. Prior to submission of the first request for payment under this solicitation, the Transportation Service Provider shall provide the information required to make payment by EFT directly to US Bank. If more than one payment office is named, the Transportation Service Provider shall provide a separate notice to each office. In the event that the EFT information changes, the Transportation Service Provider shall be responsible for providing the change to US Bank.

d. Required EFT Information. US bank make payments as noted in the Trading partner agreement with TSP. The Transportation Service Provider shall provide the following information for both methods in a form acceptable to the designated payment office. The Transportation Service Provider may supply this data for this or multiple PPGBLs (see paragraph 2).

Item 531 Partial Delivery Weighing

(531A) – Partial delivery weighing

Billing Note: Item 219, partial withdrawal (weighing), the TSP must provide the weight of the portion withdrawn.

Weight determination for partial delivery from SIT must be accomplished by the use of either certified truck or platform scales. A weighing fee of **$65.78** (531A) will apply. TSP must forward partial delivery weight ticket(s) to the Destination PPSO, and update DPS within three (3) business days to ensure actual weights are maintained in DPS.

Item 532 Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse

(532A) Long Carry

Billing Note: Long carry from/to residence may be approved by the local transportation office due to construction or other safety factors which prevent normal carry access to the residence. Long carry involving a mini-storage warehouse will be billed using sub item 532A if a pickup or delivery involves carries of more than 75 feet between the TSP's vehicle and entrance door to the actual storage unit where household goods are physically located. Approval must be granted prior to performing these services. See Item 223 for details on application of SFR.

See State GBLOC Item 500 table for the CONUS geographical application of rate schedules below. Schedule C below also applies to all OCONUS areas.

RATES IN DOLLARS AND CENTS SCHEDULES

	A	B	C	D
CWT	**.59**	**.70**	**.99**	**1.23**

Item 533 Miscellaneous Charge

(533A) Misc Charge

Any authorized charge incurred by the TSP, which is not covered by any other designated service code and not performed by a third party service, will be billed as a miscellaneous charge. All miscellaneous charges, to include a description of the service rendered must be listed within DPS.

Item 534 Tender of Delivery of Containerized Shipments - HHG

a. Transportation Service Provider must notify PPSO of arrival of containerized shipment by arriving the shipment in DPS and provide first available delivery date within one workday after arrival at agent's facility.

b. If the customer is available to receive property on the TSPs first available delivery date then SIT is not authorized

c. The PPSO will furnish delivery instruction or SIT approval within three hours of shipment arrival in DPS. PPSOs should monitor their “Inbound” DPS queues to ensure TSP has arrived shipments prior to approving SIT.

d. SIT, when approved, will always be effective on the Transportation Service Providers’ first available delivery date, not the date of notification (SIT control number will be equal to the Transportation Service Provider's first available delivery date, not the date of notification)

e. The PPSO may request/authorize waiting time if additional time is required to provide delivery instructions or SIT approval.

Item 535 Tender of Delivery - UB

a. Transportation Service Provider must notify the PPSO of arrival of a shipment within one (1) working day after arrival at the agent's facility by arriving the shipment in DPS. Exception: Shipments weighing 250 pounds or less may be delivered direct and the PPSO notified within 48 hours of delivery.

b. If the customer is available to receive property on the TSPs first available delivery date then SIT is not authorized

c. The PPSO will furnish delivery instruction or SIT approval within three hours of shipment arrival in DPS, PPSOs should monitor their “Inbound” DPS queues to ensure TSP has arrived shipments prior to approving SIT.

d. SIT, when approved, will always be effective on the Transportation Service Providers’ first available delivery date, not the date of notification (SIT control number will be equal to the Transportation Service Provider's first available delivery date, not the date of notification)

e. The PPSO may request/authorize waiting time if additional time is required to provide delivery instructions or SIT approval.

CHAPTER 6 - BILLING & PAYMENT

Purpose

This chapter pertains to billing and payment procedures for all International shipments.

Item 600 Billing and Payment Requirements

a. US Bank's third party payment system and the use of HQ SDDC's DPS is mandatory for all transactions and payments for shipments moving under this Tender.

b. Currently, the third party payment system does not have the capability to process administrative offsets under the provisions of 31 USC 3716. By accepting shipments under this tender, the transportation service provider gives consent for a representative of the Department of Defense, U.S. General Services Administration, or United States Coast Guard to access the third party payment system, generate, and approve electronic bills (ebills) in lieu of an administrative offset under 31 USC 3716, and agrees to hold **US Bank, or a successor administrator of the third party payment system, harmless for any ebills** approved, paid or collected under this provision. Approved ebills paid or collected under these provisions by the Department of Defense, U.S. General Services Administration, or United States Coast Guard shall be treated as an administrative offset for the purpose of appeals and refunds.

Item 601 Billing Instructions

View additional information and guidance on the billing and payment requirements under this Tender at: http://www.ustranscom.mil/dtr/part-iv/dtr_part_iv_app_a.pdf.

CHAPTER 7 - ONE-TIME-ONLY PROCEDURES FOR INTL HHG, UB AND BOAT SHIPMENTS

Item 700 Purpose

The following guidelines provide procedures and instructions for DPS One-Time-Only (OTO) shipments and the OTO Single Factor Rate (SFR) request for quote (RFQ) Solicitation and Award process for International Household Goods (iHHG), Unaccompanied Baggage (iUB), and qualified Boat One-Time-Only (iBOTO) shipments.

Item 701 Criteria for Use of OTO Rates

OTO procedures will apply under the following conditions:

a. When origin rate area to destination rate area single factor rates (SFR) are not solicited under the DPS International Standard or Special Solicitation (SS) program channels.

b. When a shipment is diverted to or from a rate area which there are no accepted rates on file for the applicable rate cycle and channel.

c. When a shipment requires conversion (i.e. from Code 4 to Code 5 service or from Code 7 to Code 8 service) due to strike or other conditions which impedes timely service and the TSP to which the shipment was tendered does not offer alternate rates in the converted service.

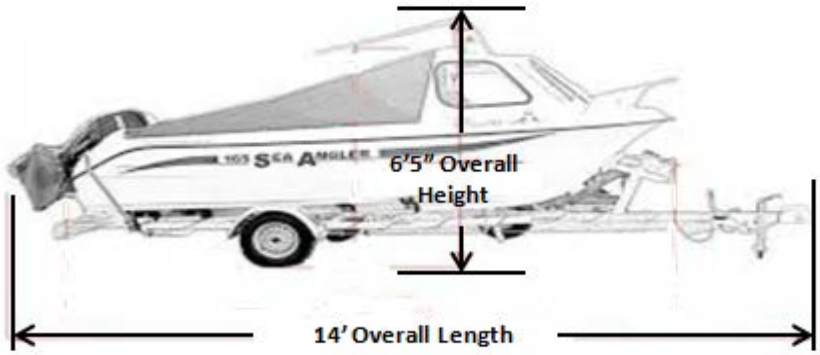
d. When a shipment requires reshipment under conditions specified in Chapter 5 of this Tender.

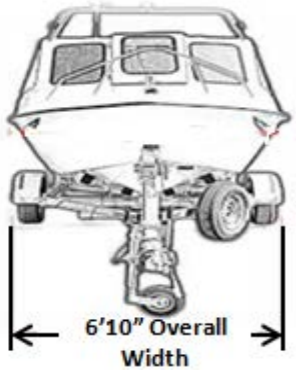
e. When a TSP is awarded and accepts a shipment on a channel where it has no effective rate on file, acceptance constitutes an agreement by the TSP to perform the transportation services at the rate negotiated under these procedures.

f. Under certain circumstances, HQ SDDC may agree to terminate the shipment, especially when the shipment remains at origin or has not proceeded beyond the port of embarkation (POE). However, when termination is approved, the TSP agrees to reimbursement only for costs incurred to the point of termination, as contained in Chapter 5 of this Tender.

g. Where HHG movement is to, from, or between OCONUS (including Alaska & Hawaii) locations and the combined boat/trailer exceeds the below dimensions or will not fit into a standard HHG ocean container, it will be shipped using the One-Time-Only (OTO) program.

   1. For Customer's: All boats or personal watercraft (including but not limited to canoes, kayaks, dinghies, rowboats, jet skis, and sculls) with or without an associated trailer equal to or less than the following dimensions shall be shipped with Household Goods (HHG)
      Length = 14 feet (168 inches)
      Width = 6 feet 10 inches (82 inches)
      Height = 6 feet 5 inches (77 inches)
   2. If authorized, boats/personal watercraft with or without an associated trailer that exceed the above dimensions will be shipped via OTO.
   3. When shipping a boat with a trailer, the overall dimensions of the boat on the trailer as a single unit must be provided, as illustrated below. Please provide this information in the "Additional Remarks" field during counseling.





4. When a boat is moved under the international program and the customer is also shipping HHG to the same destination, the boat and HHG will be combined into one shipment and moved as a Boat shipment with HHG.
5. For an employee (civilian) to ship a boat/personal watercraft at government expense, the overall measurement of the boat/personal watercraft with or without its associated trailer cannot exceed 18 feet in length.
6. If pre-approval is requested by the awarded TSP and approval is granted by the PPSO, an authorized boat/personal watercraft may be crated utilizing Item 508 of the International Tender and moved with the customer's HHG shipment under the Transportation Service Provider's OTO SFR.

   NOTE 1: HHG SFR: Crating (Item 508) for items pertaining to HHG shipments or the HHG portion of an iBOTO is an assessorial not included in the TSP's OTO SFR. TSP must submit a request for crating to the PPSO before performing any services. PPSO reserves the right to approve or disapprove based on all supporting facts provided by the TSP.

   NOTE 2: Boat Flat Rate: Associated crating (Item 508) cost will be included within the TSP's boat flat rate bid.

h. Please refer to Chapter 12 of this Tender for all Department of State (DOS) Arranged Moves (formerly known as the DOS Pilot Test Program) for previously designated OTO channels to, from, and between DOS locations.

Item 702 Procedures

The following procedures and guidelines are applicable to International OTO shipments.

a. When the criteria within 701 a. are met, the PPSO may create OTO shipments within DPS and submit to HQ SDDC within ten (10) government business days of the requested pickup date. In the event a requested shipment pickup date is less than ten (10) government business days, PPSOs must provide an alternate means of pickup (designated Origin Agent) at the time of submission to HQ SDDC.

b. In the event a shipment is offloaded at a port other than the port designated, the provisions (Item Code 528, 529, and 1403) covering alternate ports will apply.

c. OTO solicitations will be solicited by HQ SDDC by 1000 hrs on government business days, but specific time may be subject to change based on mission requirements.

d. TSP OTO bids must be submitted to HQ SDDC by 1300 hrs on the specified solicitation suspense date/time. Suspense date/time may be subject to change based on mission requirements.

e. OTO solicitation start and end times will be open for bidding for International OTO and/or BOTO qualified and approved TSPs. OTO shipments are independently solicited and are subject to change to meet mission requirements. If a TSP experiences problems with bidding during the active solicitation window, they are required to contact AMSSD-PQ-S prior to the expiration of the solicitation suspense date and time.

f. TSPs are required to factor in "All Associated" costs in the application of the TSP's OTO SFR IAW shipment solicitation criteria per bid as listed below:

   1. Fuel Related Adjustment (including CONUS, AK, and HI)
   2. Bunker Surcharge (BSC)
   3. Port Security Surcharge (COF)
   4. War Risk Surcharge (WAR)
   5. Air Fuel Surcharge (Item 231A)
   6. TSPs are required to factor in all agent/carrier imposed minimums within their bids. Communication and disputes between TSPs and Agents is the responsibility of the bidding and awarded TSP; please refer to SDDC TSP Qualifications Pamphlet 55-4 paragraph 9.0.

   NOTE: Fuel Related Adjustment is NOT included in the SFR for shipments delivering in or out of storage in CONUS and non-foreign OCONUS (Hawaii, Alaska).

g. If U.S. Flag (USF) carriers are used in current OTO bids, each bid must include the required routing and carrier information in order to be considered a valid bid. Any origin or destination Foreign Flag (F/F) feeders within a USF routing claim will not be considered a valid USF routing claim and will be considered a F/F route.

1. Bids will include whether USF service will be identified and provided. TSPs claiming USF carriers "only" will be required to provide Air, Water, and/or Land modes of transport, to include carrier (Flight number and/or Vessel name) & routing information. During the bidding process all modes of transport (Air, Rail, Water, and Line Haul) must be included from origin to final destination. When a TSP plans to utilize F/F assets in conjunction with USF carriers it must identify the F/F Feeder non-powered asset portion in their bid.

2. Acceptance of a bid with F/F routing from HQ SDDC does not grant F/F approval. Refer to Item 221 for F/F request guidelines and procedures. Air shipments moving between overseas areas are exempt from having to obtain an F/F certificate.

3. F/F approval must be obtained when:

a. The use of an aircraft of United States registry will not provide the required service during any segment of the routing to or from the United States or;

b. The use of a USF ocean vessel will not provide the required service on shipments to, from, and between all overseas ocean ports with no exception.

h. TSPs must enter their tender number and accept the OTO shipment award within 24 hours in DPS OTO application once they have received an OTO shipment award notification.

Item 703 Mistake in Rate Filing

a. TSP's acknowledge upon request and approval within the International OTO program (market) that all Mistakes in Rate Filing (MIRF) must be in accordance with the following guidelines and criteria.

b. The solicitation and awarding of OTO shipments is considered a sealed bidding process. TSPs are responsible for the proper review of the DPS shipment details, research, timely coordination, and accurate submission of their OTO bids.

c. Once an OTO shipment solicitation suspense date has expired, TSP's may not be allowed to change or withdraw their bid. An approved TSP that is awarded a shipment may submit a MIRF, but NLT than "1300 hrs on the next business day of shipment award". The following exceptions apply when the awarded TSP provides clear and convincing evidence that:

1. Shipment solicitation information contained errors that affect the character of the shipment.

2. Shipment solicitation information error was so obvious that the government should have noticed prior to award.

In such instances, HQ SDDC may cancel the solicitation, grant a MIRF, authorize a rate revision, or remove all TSP bids and re-solicit for bids based on changes to shipment criteria.

NOTE 1: MIRFs based on administrative errors, improper calculations, errors in judgment, and using incorrect logistical calculations shall not constitute a mistake in rate filing.

NOTE 2: TSPs shall not be permitted to claim a MIRF for iHHG and/or iUB estimated and actual or minimum shipment weight differential guidelines stated in Item 704 b.

Item 704 Rate Revision Requests

TSP's acknowledge upon request and approval within the International OTO program (market) that all Rate Revision Requests (RRR) must be in accordance with the following guidelines and criteria.

a. All OTO TSP bids should be made with the understanding that solicitations are made based on estimated weights. JPPSO/PPSOs shall utilize due diligence to properly estimate the weight of a shipment prior to HQ SDDCs solicitation of rates from TSPs on an OTO shipment.

b. TSP's acknowledge that they are submitting bids based upon an estimated weight, and that variances between the estimated weight and actual weight may occur. All weight differences will be calculated using the difference

between estimated solicited weight and actual or minimum weights (IAW Item 201: iHHG=500 lbs & iUB=300 lbs minimums).

c. HQ SDDC reserves the right to reject any revised bid, to re-solicit for bids, or cancel an OTO shipment solicitation. **TSPs are required to submit all RRR(s) using the AMSSD-PPQ-S OTO RRR Form posted on our website: http://www.sddc.army.mil/PP/default.aspx RATES-INTERNATIONAL > OTO > "OTO RRR Form". Individual RRRs will only be considered when all of the following conditions and timelines are met:**

1. Upon pre-move survey, it is determined that the new estimated weight exceeds the thresholds delineated above (e.g. either decreases more than, or increases by, the percentage differentials set forth above).

2. A request to withdraw or revise a bid is submitted to HQ SDDC no later than:

a) Three (3) calendar days after the "Pre-move Survey" or "Five (5) calendar days prior to pickup of the shipment", whichever is earlier;

b) "Three (3) calendar days after "Actual Pickup Date for shipments awarded with less than seven (7) days notice";

All applicable shipment documentation and written justifications (facts and data) are required to support TSP Rate Revision Request and claims.

3. Within ten (10) calendar days of the date of OTO Award Date (if property is in storage) or solicited shipment Pick Up Date, whichever is earlier, TSP's must provide SDDC an official/certified Weight Ticket that validates the below (para 5. a-e) weight differentials have been exceeded or not achieved for HHG and UB shipments. Failure to comply will negate any request for rate revision(s).

4. Upon request, SDDC will be provided with a detailed line item breakdown of all expenses associated with the shipment and justification for the rate revision from the responsible TSP.

NOTE: Rates shall fully incorporate any differential between estimated and actual weights that do not exceed the differentials set forth in above.

5. All TSP requests for rate revisions will be denied unless the differentials between the estimated weight and the actual or minimum weights exceed the limits below guidelines:

a. Greater than a 35% negative iHHG wt difference up to 7,000 lbs of estimated wt.

b. Greater than a 45% negative iHHG wt difference for over 7,000 lbs of estimated wt.

c. Greater than a 35% negative iUB wt differences up to 500 lbs of estimated wt.

d. Greater than a 40% negative iUB wt difference for over 500 lbs of estimated wt.

e. Greater than a 5%, but less than a 10% positive wt difference for all iHHG and iUB markets and corresponding codes of service.

6. SDDC reserves the right to terminate the shipment or authorize OTO SFR and/or Boat Flat Rate revisions on shipments that incur special circumstances impacted by OTO Shipment Criteria Changes.

d. RRR forms submitted to HQ SDDC will not be considered or approved if it does not meet the above market and weight difference criteria or if any required shipment data is missing on the RRR form.

NOTE 1: Rate revision requests must be submitted to HQ SDDC (usarmy.scott.sddc.mbx.pp-rates-oto@mail.mil) for review, validation, and decision. Failure to meet all rate revision request requirements within Item 704 may result in "denial" of rate revision request. At all times, SDDC reserves the right to terminate the shipment at origin, and re-solicit rates based upon the certified original weight ticket.

NOTE 2: TSP's are required to review and react accordingly to the initial International Tender(s), official shipping documentation, and submit all supporting facts, documentation, and written justification in support of rate revision requests according to requirements outlined in this chapter.

NOTE 3: Bids submitted by TSPs for OTO shipments shall incorporate any and all costs for delivery to a destination within a 30 mile (UB) and 50 mile (HHG) radius from the destination designated on the government bill of lading at no additional cost to the government. Given that the nature of an OTO shipment can ordinarily involve situations where the customer lacks an available residence address within the destination country at the time and

point of origin of the shipment (e.g., the Embassy may be the location to contact the customer in the destination city and country but not the final delivery address). For direct deliveries with delivery further than 30 miles from the location indicated at the time of award and on the GBL. If approved by the JPPSO/PPSO, compensation may be based on Item 526 and 530 of this tender. Any determination for additional compensation for delivery out of SIT is limited to that indicated in Items 520, 521, 526, and 530 and shall in no event be based on distances measured from the original point of origin to the actual delivery location.

Item 705 TSP iOTO/iBOTO Qualifications and Quality Assurance

Please refer to the HQ SDDC Personal Property Homepage at http://www.sddc.army.mil/PP/default.aspx for a quick link to the DTR Part IV, Chapter 405 (Quality Assurance) and the TSP Qualification Pamphlet 55-4.

a. TSP OTO Qualifications:

1. In addition to the TSP Qualification Pamphlet 55-4 International markets, TSP(s) must also have at least one (1) year of continuous service as a DOD-approved International TSP and comply with the stipulations below in order to participate in the OTO program.

2. Must have had a satisfactory performance score within the INTL iHHG and/or iUB markets during the annual (12 month) rate cycle.

NOTE: Satisfactory performance is defined as a performance score above the minimum performance score (MPS) set for that specific rate cycle (see Item 220).

3. Request OTO and/or BOTO market approval within TSP Qualifications Forms > ETOSSS Tab.

4. Enter a TSP International OTO Email Address within Qualifications Forms > Email Manager Tab.

5. Provide required additional boat insurance for the iBOTO Market.

6. Receive HQ SDDC approval and an activation date.

b. TSP Quality Assurance:

1. TSPs requesting approval and actively participating in the OTO/BOTO market(s) will be required to meet all applicable DTR Part IV requirements and guidelines provided by HQ SDDC.

2. TSPs must maintain quality assurance standards and should understand administrative actions may be taken when violations occur.

c. **If PPSOs, Embassies, or any affected party that have information on quality assurance related failures occurring in conjunction with OTO shipments should submit information along with all pertinent details, to the HQ SDDC Quality Assurance Team at usarmy.scott.sddc.mbx.pp-perf@mail.mil for review and possible action. The email shall contain the OTO # (Please annotate in email Subject Line), GBL #, customer's name, current disposition, and a description of any existing issues. For additional guidance please refer to the DTR Part IV, Chapter 405.**

CHAPTER 8 - SOLICITATION FOR FRUSTRATED SHIPMENTS

Purpose

These provisions will be used to solicit OTO rates for personal property shipments, both HHG and UB that become frustrated because of nonpayment of ocean charges.

Item 800 Ports

Rates will be solicited for the following ports:

a. CONUS: Baltimore, Charleston, Houston, Jacksonville, Los Angeles (includes Long Beach), Miami, New Orleans, New York, Norfolk, San Francisco (includes Oakland), Savannah, Seattle, and Toledo.

b. OVERSEAS: Agana, Algeciras, Balboa, Bremerhaven, Cadiz, Catania, Cristobal, Felixstowe, Glasgow, Holy Loch, Honolulu, Inchon, Iraklion, Iskenderun, Istanbul, Izmir, La Maddalena, Leghorn, Naha, Naples, Pireaus, Pusan, Rota, Rotterdam, San Juan, Yokohama, Yokosuka.

Item 801 Rates - HHG

Rates for HHG will be stated as a SFR. Rate must include costs for any port handling fees, line haul from port to destination, and destination services other than SIT and associated costs. An amount equal to delivery from SIT will be in addition to the rate stated to adjust destination costs.

Item 802 Rates - UB

Rates for UB will be stated as a SFR. Rates must include port handling costs, line haul from port to destination and destination, services normally associated with UB shipments. Unpacking, SIT, warehouse handling, and delivery out of SIT will not be included in your rate. No additional additives will apply to shipment of UB.

Item 803 Awards

Shipments will be awarded IAW Standard and OTO market guidelines and procedures based on the rate area and channel designation from geographical port location to final destination.

Item 804 Payment Responsibility

TSPs will be responsible for payment of ocean charges to either ocean TSP or TSP paying total ocean charges, as required. Bids will not include these costs. TSP will bill through DPS for their portion of the ocean charges as third party service supported by proper documentation. TSPs will be responsible for payment of demurrage for the entire ocean container, if original TSP was responsible.

Collection from other TSPs will be the responsibility of the TSP. TSPs are required to maintain records identifying all charges associated with demurrage and report same to SDPP-PO upon request. TSPs will be required to obtain new weight tickets and will bill on the new weight. The weight of the original shipment will have no bearing on the new shipment.

Item 805 Return of TSP Equipment

TSPs will be responsible for notifying original TSP's agent that property (containers, etc.,) is available for pickup upon delivery of shipment.

Item 806 Reporting Operational Problems

TSPs must notify HQ SDDC, ATTN: AMSSD-PPQ, when any problems occur such as failure to obtain PPGBL from PPSO or failure to obtain release of shipment from ocean TSP.

Item 807 Standards

Shipments are subject to all provisions and rules contained in this Tender and in the Tender of Service.. Awards to TSPs failing to provide timely movement of property will be terminated and the TSPs will be removed from the OTO program unless failure is through no fault of the TSP.

Item 808 Announcement for Bids

When it becomes necessary to obtain bids for the movement of frustrated shipments, HQ SDDC will issue a message through DPS announcing the effective dates and name(s) of the involved Transportation service

Providers. The estimated volume of property to be moved will be provided in the announcement, if known. The deadline for submission of bids will also be contained in the message.

Item 809 Submission of Bids

Bids may be submitted for all ports for both HHG and UB or Transportation Service Providers may choose only those ports and commodity they desire to serve. Rate filing format is provided in the Rate Filing Instructions.

CHAPTER 9 - VOLUME MOVES PROCEDURES

Purpose

These instructions provide procedures, formats, and other information required to properly file voluntary IRTs on behalf of Transportation Service Providers (TSPs) engaging in the movement of DOD and USCG-sponsored international volume movements CONUS to/from OCONUS (to include Alaska-UB only) and OCONUS to/from OCONUS. These instructions supersede all previously published procedures, formats, and other information for IRT filings applicable to international Volume Move (iVM) shipments.

Item 900 Criteria for Use of Volume Move Rates

International Volume Move procedures will apply under the following conditions:

a. Estimated tonnage/shipments consisting of one or more of the following:

   1) HHG totaling 200,000 net pounds for military and civilian personnel.

   2) UB totaling 50,000 gross pounds for military and civilian personnel.

   3) PPSOs having special operational requirements may request a VM for lesser amounts (for example: U.S. Army COHORT moves, base closure, etc...).

b. Movement is from one origin (within 75miles) to one destination (within 75 miles).

   NOTE: GBLOCs within the 75 mile radius, other than the original GBLOC that created the volume move(s), are authorized to process volume move shipments if in support of projected shipment volumes in original volume move solicitation(s).

c. Requests must be sent via DPS to HQ SDDC at least 90 days prior to the requested start date of the volume move. (Exceptions will be made on a case-by-case basis). Questions about volume moves should be emailed to HQ SDDC usarmy.scott.sddc.mbx.pp-rates-intl@mail.mil.

d. Movement is normally within a 90-Day period.

   Note 2: Due to DOD base closures, realignments, draw downs, and mission changes, this headquarters reserves the right to waive the normal 90-day period for VMs, if circumstances warrant. Although every effort is made to ensure personnel and tonnage estimates are accurate as possible, there is no guarantee on number of shipments or tonnage for any volume move. When circumstances warrant, HQ SDDC can adjust the VM End Date by either cancelling, shortening, or lengthening up to 45 days to meet mission requirements.

Item 901 Procedures

The following procedures are applicable to volume movements:

a. When the above criteria exist, the responsible PPSO is required to submit a request via DPS to HQ SDDC providing appropriate information. PPSOs must include POC information (Name, telephone number, email address) and any special operational requirements in the request. The minimum amount of pounds (lbs) to be handled by each bidding TSP, per day, is normally:

   1) iHHG: 40,000 lbs

   2) iUB: 10,000 lbs

   *NOTE: HQ SDDC reserves the right to adjust minimums to meet mission requirements.

b. HQ SDDC will, in turn, review the volume move request and submit it for bids. DPS will send out an email to all eligible TSPs that have rates on file for the Channel-Code of Service combination selected and are in a status allowing them to move HHGS throughout the Volume Move (as of the VM Solicitation Date).

c. TSP will provide containers for block surface movement, including proposed manifest data, i.e., name of vessel, departure, and arrival dates.

d. To participate in the VM, TSPs must log into DPS and submit a rate that is lower (higher discount for dHHG or lower SFR for iHHG/iUB) than their rate on file for the same channel-code of service combination.

e. The deadline date for receipt of the rate tender number and bid information at HQ SDDC will be specified in the VM solicitation and can be viewed by logging into DPS. TSPs will be required to submit proper and complete information, as indicated in this chapter, for bids to be considered responsive.

f. PPSOs will continue to tender shipments to the best value TSP until the TSP's maximum daily weight is met. See Item 913 for distribution guidelines.

g. PPSOs will provide routing instructions for Codes 5 and T shipments. In the event a shipment is offloaded at a port other than the port designated in block 13, the provisions (Item 1403) of this Personal Property Publication (International Tender) regarding alternate ports will apply. Adjustments to the rate will be authorized, when appropriate, in accordance with established procedures.

Item 902 Participation

The submission of voluntary bids into DPS is the only way to participate in the movement of DOD/USCG-sponsored VMs. Rates and charges offered in bid submissions must be independently determined and expressed when submitting bids within DPS. Competitive rate tenders submitted in response to these filing procedures must be submitted by the exact deadline and under the exact terms, conditions, and procedures specified. This solicitation stands alone, is not influenced by prior practices or procedures, and is subject to modification by HQ SDDC Personal Property prior to the solicitation bid deadline or after as needed.

Item 903 Rates and Charges

TSPs will submit their rates in DPS; for details on VM rate filling see document titled "Rate Filing User Guide Transportation Service Provider (TSP) Edition" located under the Training Module in DPS.

a. Transportation Service Providers can enter only one (1) bid per volume move and rates must be error-free. The TSP may edit, change, correct or delete any of their entered information during the Volume Move Solicitation bid window, after the Bid End Date/Time no changes, withdrawals, or cancellations will be allowed. Rates will not be allowed to be entered after the Bid End Date/Time. VMs will not be restricted by the Rate Cycle Dates.

b. The rate will be expressed as a Single Factor Rate (SFR) per this Personal Property Publication (Chapter 2). Only one (1) SFR is authorized for each volume movement shipment filed with HQ SDDC from and to the same origin/destination and code of service combination. The SFR(s) entered must be lower than their rate on file for the same channel-code of service combination.

c. Rates submitted for VMs are an exception to Duality, in that two rates for a TSP will be permitted to be filed with HQ SDDC from and to the same origin/destination and code of service combination (e.g., one rate for the VM and another rate for regular channel).

NOTE: This VM International Rate Tender will not apply where charges accruing hereunder exceed charges otherwise applicable for the same service.

d. In addition to rates and charges, the TSP must enter the following information to be eligible to participate in the VM:

(1) The maximum amount of tonnage expressed in pounds per day that can be picked up at origin. The TSP entered maximum amount cannot be below the minimum established by HQ SDDC.
(2) Tender Number
(3) TSP POC information (Name, Telephone #, Email Address)
(4) Agreement in DPS to move the minimum daily tonnage required by the VM Solicitation.

e. The TSP must agree to the following information to be eligible to participate in the VM process:

(1) Move at least the minimum pounds per day identified on the VM Solicitation.
(2) Move up to the maximum amount of pounds per day that the TSP identified as being capable of handling.
(3) Not refuse any VM shipments (Note: shipments will not be offered to a TSP that will exceed the TSPs maximum daily tonnage capability).

f. HQ SDDC will evaluate all competitive rate offers received from TSPs. Acceptance of rates does not guarantee any offer of shipments or tonnage.

(1) Although no guarantee is expressed or implied, HQ SDDC will make every effort to protect the confidentiality of rates submitted in response to a volume move solicitation.
(2) International VMs (iVM) are processed by the HQ SDDC Personal Property Rates Team. DPS must be used for the submission of all rates associated with a solicited VM. Refer any questions/ problems to usarmy.scott.sddc.mbx.pp-rates-intl@mail.mil.

Item 904 Receipt of Submission

The bid submission must be received in DPS within the solicitation start and end date/time Central Standard/Daylight Time, on or before the designated deadline for each iVM. HQ SDDC will not be responsible for rates which are not in DPS on time. Computer glitches/ issues are a fact of doing business, HQ SDDC suggests bid rates be entered as soon as possible to preclude any problems with meeting the deadline. Rate bids received after the Bid End Date will be rejected.

If TSPs have issues or discrepancies during the solicitation and bid process it is recommended they contact the DPS helpdesk.

Item 905 Preparation of Individual Rate Submissions

Each TSP is completely responsible for the proper preparation and submission of its bid(s), in accordance with the procedures prescribed herein within DPS.

NOTE: E-mailed/faxed submissions will not be accepted.

Item 906 Terms and Conditions for Individual Rate Bid Submission

TSPs wishing to participate in the movement of DOD/USCG-sponsored volume moves will submit rates and charges only through DPS. TSPs that are in a suspended, nonuse, disqualified or other inactive status during any portion of the volume move will not be considered. The rules and regulations contained in the VM procedures provide all terms and conditions and shall not be altered in any manner. These procedures will be retained by the participating TSP. HQ SDDC reserves the right to reject any or all offers and to waive minor irregularities in offers received.

Item 907 Effective Period for Accepted Bid Submissions

The Bid Start Date and the Bid End Date will be identified in the initial email that will be sent out to all TSPs that have met the criteria (Item 901) to allow them to submit a bid in the volume move. HQ SDDC reserves the right to adjust the Bid End Date or resolicit bids as determined necessary by HQ SDDC.

Item 908 Cause for Punitive Action

1. Any rate proposal which misrepresents a material fact shall be grounds for the suspension of the TSP from future DOD/USCG personal property shipments. Additionally, if there is lack of appropriate operating authority, such incident shall be subject to referral to the appropriate Government agency for inquiry. The provisions of this rate solicitation and the Tender of Service shall apply equally to DOD-sponsored shipments, whether moving individually or as volume moves.

2. TSP performance will be monitored by both the origin and destination installation transportation officers and will be subsequently reported to HQ SDDC. TSPs understand that the personal property transportation office may give consideration to CSS comments, QA inspection findings, and other performance data in selecting TSP(s) under this Personal Property Publication.

3. If punitive (suspension, nonuse, etc...) action is taken against a TSP that impact either the volume move or regular DPS, it will impact both standard and VM shipments. When a participating TSPs overall performance clearly indicates an unwillingness to comply with the standards of service specified in the Tender of Service, suspension action should be considered. Suspension action taken at the PPSO level may apply to all domestic shipments out of that GBLOC. If disqualification is imposed by HQ SDDC, disqualification will apply to all shipments as determined by the TSP review board. Questions concerning disqualification of a TSP should be sent to HQ SDDC-Personal Property Quality Assurance team.

4. Failure to pick up VM shipments or comply with requirements may result in immediate suspension from the VM (to include shipments traveling over the same market not consigned to the VM.) If repeated violations occur, suspensions may be progressively escalated as indicated in the DTR 4500.9-R.

5. VM shipment refusals are not authorized in DPS and may result in immediate suspension for all DPS shipments as indicated in the DTR. If repeated violations occur, suspensions may be progressively escalated as indicated in the DTR.

NOTE: All VM shipment CSS's are generated and counted towards applicable market (iHHG and iUB) and all existing CSS reports will include CSS data for VM shipments.

Item 909 Correction to Volume Movement Individual Rate Tenders

Corrections or changes to VM rates after the specified Bid End Date will not be permitted. The Deputy Chief of Staff for Passenger & Personal Property will not be responsible for late or misdirected rate bid submissions which do not arrive in DPS prior to the Bid End Date when caused by any party or parties not assigned to the Personal Property Division. The Deputy Chief of Staff for Passenger & Personal Property reserves the right to reject any or all offers, to waive informalities and minor irregularities in offers received, to negotiate or accept offers without discussion of rates, and to nonuse any rate and/or to re-solicit rates as required prior to or during the effective dates of the VM.

Item 910 Acceptance/Rejection of Individual Rate Submission

1. General: Each Individual Rate submission received by HQ SDDC will be reviewed for technical and administrative accuracy prior to acceptance, distribution, and use or rejection. TSPs must use the utmost care in bid preparation, since rates cannot be withdrawn once the Bid End Date has passed.

2. Notification of Acceptance: Each TSP who is accepted will be notified by an acceptance email (to the TSP Master and TSP Operations user roles). Inquiries about this solicitation relative to TSP ranking and participation should be satisfied by reference to DPS and viewing the TSPs VM screens. However, each TSP tendering rates will be furnished with information relative to the acceptance or rejection of its tender via email.

3. Notification of Rejection: Any TSP failing to enter a Tender Number, POC information, or other mandatory information will be stopped by DPS until the information is entered. All TSPs that are rejected will receive a rejection email (to the TSP Master and TSP Operations user roles) indicating the basis for rejection.

Item 911 Volume Move Rates – Public File

All accepted Tender Numbers are kept via electronic means in DPS.

Item 912 Selecting Number One TSP for Volume Movement

1. Selection of number one TSP will be selected using the BVS computation matrix.

2. Announcement of TSPs standing in a VM will be announced via emails to all TSPs that have successfully entered rates for the VM and have not received a rejection notification.

Item 913 Volume Move Shipment Distribution

1. PPSOs must distribute shipment tonnage to the number one (1) ranked TSP until that ranked TSP receives their minimum daily tonnage authorization.

2. After number one (1) ranked TSP reaches their minimum daily tonnage, PPSOs should continue distributing shipment tonnage to the number one (1) TSP until they reach their designated maximum tonnage. PPSO will then select TSP's sequentially (1,2,3..) by volume move BVS ranking until maximum daily tonnage is met.

Item 914 Volume Move Blackout Status

1. VM blackouts are identified by iVM start/end dates, for a given iVM or a set of iVMs.

    a. TSPs will be provided the ability to blackout dates for all "Accepted" VM or select dates on a specific "Accepted" VM to blackout.

    b. TSPs will not be allowed to blackout VM(s) before they are in an "Accepted" status.

2. TSPs in a VM Blackout status will be charged the "Administrative Tonnage" in the TDL (Traffic Distribution List) report.

3. TSPs not in VM Blackout status will be subject to HQ SDDC Quality Assurance punitive action if tonnage minimums are refused.

Item 915 Additional Guidance

1. If a TSP is offered and accepts a VM shipment over a traffic channel and later negotiates a change in the pickup date that crosses out of the VM cycle, the TSP will move the shipment at the VM rate and tables effective on the original requested pickup date at the time the shipment is offered and accepted by the TSP.

2. DPS shall offer short fuse shipments in VMs on a first come first serve basis to accepted VM TSPs only in the same way that DPS shipment management currently offers short fuse shipments.

3. HQ SDDC reserves the right to authorize manual submissions for iVMs requests to support contingency plans in support of the DOD Personal Property mission. Authorized manual iVMs will be managed on a case-by-case basis and all guidance will be communicated accordingly between the Origin JPPSO/PPSO and HQ SDDC-PP International Rates Team.

4. HQ SDDC reserves the right to “terminate” and/or resolicit Volume moves to meet mission requirements

5. Under this tender PPSOs reserve the right to process shipments outside the VM using Standard Channel and current Rates on File to meet DOD mission requirements

6. VM Blackouts are independent of any other blackout type in the system (e.g. iHHG/iUB blackouts will not blackout a TSP for a VM under which they are accepted).

CHAPTER 10 - SPECIAL SOLICITATION

Purpose

This chapter pertains to instructions, information and procedures on the soliciting and awarding for special solicitation rate areas.
Please refer to www.move.mil and service headquarters guidance on which shipment types should be processed in DPS and TOPS.

Item 1000 Standards

a. TSP will abide by provisions of the Tender and the International Personal Property Rate Tender. Special solicitation shipments are considered international shipments and are subject to the rules, regulations, and provisions of this Tender. Accessorial services will be governed by rates and charges contained in this Tender. TSPs failing to meet service standards may be removed from participation by HQ SDDC.

b. TSPs submitting rates for each special solicitation must provide rates for, and service, all channels that comprise the special solicitation. Failure to successfully file rates for all channels will negate the TSP the opportunity to be selected the "winner" of the special solicitation. Special solicitation winners are selected based on the TSP with the highest overall BVS score for all channels in the solicitation.

c. TSP rates will be reviewed for consistency with other rates submitted for the same rate area as well as adjacent rate areas. Suspect rates will be reviewed by HQ SDDC on a case-by-case basis. TSPs may be required to provide the rate construction breakdown of the suspect rate(s), in accordance with Item 326. If a rate(s) is deemed to be outside the competitive rate range (e.g. deemed noncompensatory), it may be rejected by DPS. The rejection of a single rate(s) will be cause for ineligibility of that TSP for the applicable special solicitation as they would be unable to service all channels in the solicitation.

d. TSPs must submit bids based upon the use of agents/warehouses approved for use by either the Department of State (DOS) or DOD installations responsible for the applicable overseas area. A courtesy DOS Agent List will be provided upon request by emailing HQ SDDC at usarmy.scott.sddc.mbx.pp-rates-intl@mail.mil, but TSP's are responsible for validating selected agent(s) is/are approved for applicable DOD/DoS installations prior to filing rates. The name and point of contact of your agent in overseas areas must be submitted IAW the ITGBL Rate Filing Schedule deadline dates for all Special Solicitation Channels accepted. Failure to select and report an approved DOD/DoS agent will cause your tender to be non-responsive and lead to removal from that Special Solicitation by HQ SDDC. Accepted TSPs may change their Agents as long as the selected agent is DOD/DoS approved and the TSPs SFR does not change. HQ SDDC reserves the right to change and update the known agent listing based on DOD/DoS inputs within the specific rate cycle. In the event DOD/DoS places a known agent in "non-use status", TSPs using that agent will be afforded 45 days to negotiate and acquire a DOD/DoS approved replacement agent as stated above. During that timeframe the TSP will not be ranked for bookings and PPSOs will use the #2 TSP who will act as the #1 TSP. Failure to meet the 45 days replacement agent timeline will be grounds for removal from the affected Special Solicitation for the remainder of the peak/non peak period and/or annual cycle.

Item 1001 Estimated Traffic/Shipments

Estimated traffic/shipments are based on historical records. Traffic/shipment data will not be construed as a guarantee by the Government of any volume of traffic.

Item 1002 Firm Charges

Rates and charges tendered herein are firm for the term of the tender (12 months) and may not be changed or cancelled.

Item 1003 General

These procedures solicit competitive rates for the following areas. Each channel-COS combination below comprises one unique special solicitation and an accepted rate must be on file for all channels in order for a TSP to be considered for selection as the "winning" TSP. Specific channel groupings that comprise each Special Solicitation are located on the DPS channel control listing located at www.sddc.army.mil/pp/default.aspx.

a. **HHG and/or UB shipments FROM Egypt to CONUS**

1) Code T rates for HHG shipments and Code 8 UB shipments from Egypt and moving to CONUS rate areas and Code T shipments from CONUS to Egypt

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer's duty station.

3) CONUS AMC Terminal – McGuire

b. **HHG and UB shipments TO/FROM South and Central America**

1) Code T, and 4 HHG and Code 8 UB shipments to/from South and Central American countries and CONUS rate areas. NOTE: Due to the use of commercial narrow-body aircraft, external shipping containers for Code T shipments moving to/from South and Central America in accordance with PPP-B-601, style A or B, are required, not to exceed 60 inches in height. In accordance with Item 508, special packing arrangements will be authorized by the PPSO for oversize items which will not fit into the restricted height container.

2) Shipments will be controlled by various PPSOs dependent upon the customer's duty station.

3) Rates for Dominican Republic and Nicaragua and Panama are solicited under the OTO program.

4) TSPs will submit bids based upon the use of DOS approved agents. Agents requesting approval should address their request to the Department of State (DOS) Representative.

5) CONUS AMC terminal - Charleston

c. **HHG and/or UB shipments FROM Thailand to CONUS**

1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments originating in Thailand and moving to CONUS rate areas.

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer's duty station.

3) TSPs will submit bids based upon the use of Embassy-approved agents.

d. **HHG and/or UB shipments TO/FROM CONUS and Singapore**

1) Code 4 for HHG shipments and Code 8 rates for UB shipments to/from Singapore and CONUS rate areas.

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer's duty station.

e. **HHG and/or UB shipments TO/FROM CONUS and Greece**

1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments to/from Greece and CONUS rate areas.

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer’s duty station.

f. **UB shipments TO/FROM Qatar**

1) Code 8 rates for UB shipments to/from Qatar and CONUS rate areas

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer’s duty station

g. **UB shipments TO/FROM Saudi Arabia (USMTM shipments do not apply to shipments inbound/outbound to/from Embassies/Consulate(s))**

1) Code 8 rates for UB shipments to/from Riyadh, Saudi Arabia and CONUS rate areas

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer’s duty station

NOTE 1: Shipments assigned to U.S. Military Training Mission (USMTM) controlled AOR within Saudi Arabia will be serviced by HQ USMTM, PPSO, Riyadh. Please refer to the PPCIG for contact information.

NOTE 2: TSP's filing rates on SS CONUS to/from Saudi Arabia (CoS 8) channels should not include origin and destination agent pickup and/or delivery services within their SFR for Saudi Arabia.

h. **UB shipments TO/FROM Kuwait**

1) Code 8 rates for UB shipments to/from Kuwait and CONUS rate areas

2) Shipments will be controlled by designated responsible GBLOCs dependent upon the customer's duty station

Item 1004 Participation and Performance

a. Participation in these RFQs is strictly voluntary.

b. Each special solicitation grouping is a winner takes all based on the TSP with the highest overall BVS for the aggregate of all channels in the special solicitation.

c. TSPs may NOT refuse shipments on any channels that comprise the Special Solicitation once selected as the primary (winner).

d. Participating TSP's in the Special Solicitation program are subject to punitive actions IAW DTR Chapter 402 Shipment Management & Chapter 405 Quality Assurance.

NOTE: If the primary TSP (winner) is suspended or placed in nonuse, the corresponding sequential TSP (i.e. #2, 3, 4) will become the primary (winner) TSP for all specific (Market, GBLOC, Channel) Special Solicitation shipments until suspended or nonuse TSP is reinstated or the rate cycle ends.

Courtesy List of Known State Department Agents for OCONUS Special Solicitation Rate Areas

1. A courtesy DOS Agent List will be provided upon request by emailing HQ SDDC at usarmy.scott.sddc.mbx.pp-rates-intl@mail.mil. TSPs are encouraged to contact the local Embassy representative for assistance. TSPs are responsible for maintaining communication with all authorized agents to ensure compliance with Item 1000 of this chapter.

2. Please refer to Chapter 12 of this Tender for all Department of State (DOS) Arranged Moves (formerly known as the DOS Pilot Program) for previously designated Special Solicitation channels to, from, and between DOS locations.

CHAPTER 11 - CODE J UNACCOMPANIED BAGGAGE

Purpose

This chapter contains information on the movement of Code J shipments.

Item 1100 General

These terms and conditions apply specifically to the handling and management of Code J UB shipments. TSPs participating in Code J service agree:

a. To comply with requirements and procedures of AMC in reporting and documenting shipments. This includes palletization, preparation of TCMD for each pallet or individual shipment, deliver of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from AMC air terminal.

b. To ensure the shipment actual weight/cube information is provided to the origin ITO/TMO within three (3) work days after pickup at the customer's residence.

c. To assume on a door-to-door basis, full responsibility for shipments and liability to the limits, as prescribed in Item 400.

d. To pickup cargo from AMC no later than one (1) working day from time of notification or to take receipt of cargo from a Theater Shipping and Consolidation Point entity/conveyance no later than one (1) workday from time of notification and forward these shipments to their ultimate destination.

Item 1101 Terms and Conditions for Code J Shipments

These terms and conditions apply specifically to the handling and International management of Code J UB shipments moving between overseas areas and CONUS.

a. International TSPs participating in Code J service agree to:

1) Comply with requirements and procedures of AMC in reporting, documenting and handling military shipments. This includes palletizing shipments, preparation of the Transportation Control Movement Document (TCMD), DD Form 1384, for each pallet or individual shipment, delivery of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from CONUS or overseas AMC air terminal, or from a Theater Shipping and Consolidation Point entity or conveyance.

2) Accept 100 percent of the Code J traffic tendered.

3) Assume on a door-to-door basis, full responsibility for shipments and liability to the limits prescribed in Item 401, Limitation of TSP Liability.

4) Pick up cargo from AMC no later than one workday from time of notification and forward these shipments to their ultimate destination or take receipt of cargo from a Theater Shipping and Consolidation Point entity/conveyance no later than one workday from time of notification and forward these shipments to their ultimate destination.

5) Configure all Code J pallets for DC-8 or DC-10 aircraft.

Item 1102 Palletizing Code J UB Shipments

Port agents will consolidate Code J shipments into pallet loads. This will be accomplished by using serviceable 463L pallets and applying two (2) "new" (no rips, tears, holes and dry) plastic covers to completely cover the shipment and secured with serviceable side and top nets, which will be supplied by the AMC air terminals. In addition, the baggage must be elevated (i.e., wooden skid) from the surface of the 463L pallet to reduce the possibility of water seeping into fiberboard boxes due to inclement weather conditions. All pallets must be configured for DC- 8 or DC-10 aircraft. Shipments belonging to different TSPs may be placed on the same pallet, provided these TSPs use the same port agent at the POD. These will be identified as pure pallets. Shipments belonging to several TSPs that use different agents at the POD may be placed on the same pallet when there is insufficient tonnage/shipments to build pure pallets. These will be identified as mixed pallets. All pallets will have a placard identifying them as pure or mixed in accordance with Item 1108. Inter-theater Code J shipments will be delivered to the aerial port loose and not be commingled (palletized) with shipments having a final destination in CONUS.

Item 1103 Transportation Control and Movement Document

Port agents are responsible for preparing a TCMD for each pallet or individual Code J UB shipment delivered to AMC air terminals in accordance with the instruction herein. TSPs are responsible for ensuring port agents have the necessary equipment for preparing TCMDs. Port agents will place a copy of the TCMD in a packing envelope, which will be attached to the pallet in such a manner as to be accessible to AMC personnel. The port agent will provide TCMD information on computer diskette(s) to the origin AMC air terminal in a format capable of interfacing with current transportation automated information systems.

Item 1104 Military Shipment Label, DD Form 1387

TSPs will be responsible for preparing and attaching the DD Form 1387 (Military Shipping Label) in accordance with the Defense Transportation Regulation Part II (DTR, 4500.9-R), including the requirement for linear and two dimensional (2D) bar coding. The 2D bar code will be in accordance with Materials Handling Standard MH10.8.2.

Item 1105 Movement from CONUS to Overseas

a. CONUS Port Agent Responsabilités:

1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Port agents will build pallets by channel and deliver to the origin AMC air terminal.

2) United Kingdom: Port agents palletizing Code J shipments for the United Kingdom must ensure the DD Form 1434 (United Kingdom Customs Form) accompanies each shipment when turned over to the AMC aerial terminal at McGuire AFB, NJ. Prior to delivery to the air terminal, the DD Forms 1434 for all shipments on each Code J pallet will be consolidated and placed in a single envelope and attached to the short side of the pallet. International TSPs are responsible for ensuring port agents are aware of this requirement.

NOTE: TSPs must ensure their designated Agents/Port Agents maintain vehicle and container conditions and protection IAW DTR Part IV, Appendix B, **"Vehicles and containers must be maintained to assure that they are free from holes or other conditions which could permit the entry of water, and that doors, when closed, fit tightly and securely. All wooden containers and commercially designed containers of which are not of a weather-proof nature must be properly protected from the elements when inclement weather conditions exist."**

b. TCMD Requirements:

1) General: TSPs can mix military services' UB on the same TCMD and pallet; however, particular attention must be devoted to accurately listing the military services' Transportation Account Code (TAC) and the correct Transportation Control Number (TCN) for each baggage shipment on the computer diskette(s) provided to the AMC air terminal in a format capable of interfacing with current transportation automated information systems. This information is found on the GBL.

2) Preparation of the TCMD Cards for Pallet Loads: On pallet loads, TSPs/port agents will prepare a pallet header record for each pallet and a prime TCMD and trailer card for each shipment on the pallet (see Tables 1, 2, and 3).

3) Preparation of the TCMD for Individual Shipments: These instructions apply when there is insufficient volume to consolidate by channel and RPDD. TSPs will prepare a prime TCMD and trailer cards for each shipment. A pallet header record is not required (see Tables 2 and 3).

4) Instructions on Constructing a TSP Reference Information (CRI) Number: Each TSP will construct a CRI for each pallet. The CRI will be inserted in card columns 30-46 of the pallet TCMD card. The CRI will include 00, TSP code, Julian date TCMD prepared, L (stands for 463L pallet), TSP pallet ID number (number assigned by the TSP for pallet identification), and PCG.

Example: OO ABCD4180L 001 PCG

Constant Code	Carrier Code*	Julian Calendar Year	Date TCMD Prepared	Type Modular	Type Pallet ID No.	Module CONF	Cargo Code
Oo	ABCD	4	180	L	001	PC	G

Port agents will enter “MIXD” when pallets contain shipments for different TSPs and different aerial port of debarkation (APOD) agents.

Weight Tolerance:

a. Port agents must ensure that total gross weight of all shipments on Code J pallets identified in card columns 72-76 of the tab card or pallet header record matches the gross weights of individual shipments identified in card columns 72-76 of the prime card for each shipment.

b. In the event the aerial port weighs the pallet and the tare weight of the pallet is plus or minus 150 pounds of the original weight indicated in card columns 72-76 of the prime card, the pallet is considered out of tolerance and will be turned back to the TSP or port agent to resolve the difference in weights. TSPs will have to break down the pallet and weigh each piece or correct their documentation.

TABLE 1: Preparation of the Pallet Header Record for Each Pallet Load of Code J

TCMD COLUMN #	REQUIRED INFORMATION
1-3	"TAB" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-19	Blank
20	Blank
21-23	Appropriate AMC origin terminal code (see Item 1407 & 1408)
24-26	Appropriate AMC destination terminal code (see Item 1407 & 1408)
27	"F" (constant)
28-29	Blank
30-46	International TSP CRI (see item 1103b(4) for instructions on constructing a CRI for each pallet header record).
47-52	Consignee DODAAC
53	"2" (constant)
54	Blank
55-57	Height of pallet in inches, i.e., 72 = 072
58-60	Blank
61	Enter "N"
62-63	Enter "10"
64-67	Blank
68-71	Total pieces on pallet, i.e., 48 pieces = 0048
72-76	Total gross weight of loaded (pallet, i.e. 100 lbs = 0)
77-80	Cube of pallet (in cubic feet), (i.e. 100 cu ft = 0100.)

TABLE 2: Preparation of the Prime Card for Each Shipment on a Pallet

TCMD COLUMN #	REQUIRED INFORMATION
1-3	"TFD" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-17	Blank

18-19	"JZ" (constant)
20	"A" (constant)
21-23	Appropriate AMC origin terminal code (See Item 1407 & 1408)
24-26	Appropriate AMC destination terminal code (See Item 1407 & 1408)
27	"F" (constant)
28-29	Blank
30-46	Individual shipment unit TCN from PPGBL
47-52	Consignee DODAAC
53	"2" (constant)
54-56	Required delivery date (RDD) of individual shipment
57-60	Blank
60-62	Blank
63	Blank
64-67	TAC (from PPGBL) for individual shipments
68-71	Pieces in individual shipment, i.e., 48 pieces = 0048
72-76	Weight of individual shipment, i.e., 100 lbs = 00100
77-80	Cube (in cubic feet), of individual shipment, i.e.100 cu ft = 0100

TABLE 3: Preparation of Trailer Cards for Individual Shipments on a Pallet

TCMD COLUMN #	REQUIRED INFORMATION
1-3	"TFH" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-17	Blank
18-19	"JZ" (constant)
20	"A" (constant)
21-23	Appropriate AMC origin terminal code (See Item 1407 & 1408)
24-26	Appropriate AMC destination terminal code (See Item 1407 & 1408)
27	"F" (constant)
28-29	Blank
30-46	Individual shipment unit TCN from PPGBL
47-52	Consignee DODAAC
53	"2" (constant)
54-66	Owner's name (last)
67-68	Owner's initials
69-70	Owner's grade, i.e., Captain = "03", MSG = "E7", and civilian = "CV"
72-76	Blank

77-80 TSP SCAC

Item 1106 Movement from Overseas to CONUS

a. Overseas Port Agent's Responsibilities:

1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Shipments with 20 days or less remaining to the RDD will be delivered to the AMC terminal within 72 hours after arriving at the port agent's facility. Shipments with over 21 days remaining to the RDD will be held for consolidation. However, when the aerial port and port agents agree there is not sufficient tonnage/shipments being generated to build pallet loads, Code J shipments will be delivered to the AMC air terminal within 72 hours after arriving at the port agent's facility.

NOTE: TSPs must ensure their designated Agents/Port Agents maintain vehicle and container conditions and protection IAW DTR Part IV, Appendix B, **"Vehicles and containers must be maintained to assure that they are free from holes or other conditions which could permit the entry of water, and that doors, when closed, fit tightly and securely. All wooden containers and commercially designed containers of which are not of a weather-proof nature must be properly protected from the elements when inclement weather conditions exist."**

2) Transportation Control and Movement Documentation (TCMD): Port agents are responsible for preparing a TCMD on punch cards for each pallet load or individual Code J UB shipment delivered to the AMC terminal. TSPs are responsible for ensuring their port agents have the necessary equipment for preparing TCMDs. The port agents will provide TCMD information on computer diskette(s) to the origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

3) Constructing a TCN for each pallet: TSPs will construct a TCN for each pallet. The TCN will be placed in Block No. l0 (Transportation Control Number) on all pages of the TCMD. The TSP TCN will include: "OO, TSP code, Julian day TCMD prepared, "L" (stands for 463L pallet), TSP pallet ID number (number assigned by International TSP for pallet identification), LSG.

Example: *OO ABCD4l80 *L 00l *LSG.

Constant Code	Carrier Code*	Calendar Year	Julian Day TCMD Prepared	Constant Code	Pallet ID No.	Com. Code
OO				L	001	LSG

*"00", "L," and "LSG" are constant and must be shown in same position in each TCN constructed by TSP. First pallet loaded on Julian day shown, continue sequentially for other pallets loaded the same day, i.e., First pallet = "00l," Second pallet = "002." The TCN will be typed in Block No l0 of the TCMD. The TSP TCN must appear on all copies of the TCMD and will also appear on the pallet placard in full view for immediate pallet identification by TSP personnel, AMC, and U.S. Customs. Port agents will enter "MIXD" when pallets contain shipments for different TSPs and different aerial port of debarkation (APOD) agents. The port agents will provide TCN information on computer diskette(s) to origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

4) The transportation data (blocks l through 3l) entered on the first page of the TCMD need not be duplicated on the remaining pages, but the TCN (block l0) and the correct sequential page number must appear on all pages of the TCMD.

5) In those instances where more than one page is necessary to complete TCMD documentation, annotate page numbers in the space provided (upper right-hand corner) on the TCMD.

TABLE 4: Preparation of the TCMD for Pallet Loads of Code J Baggage:

HEADER DATA

TCMD COLUMN #	REQUIRED INFORMATION
1	"TAB" (constant)
2	TSP leave blank; APOE will fill in a pallet control number prior to transmittal of header and individual shipment data to the Airlift Clearance Authority (ACA).
3-4	Leave Blank
5	“A” (constant)
6	Appropriate AMC origin terminal code (See Item 1407 & 1408)
7	Appropriate AMC destination terminal code (See Item 1407 & 1408)
8	“P” (constant)
9	“PT” (constant)
10	International TSP TCN
11	In-the-clear name of the APOD where pallet should be returned to TSP
12	“2” (constant)
13-21	Blank
22	Total pieces on pallet
23	Total weight of pallet
24	Cube of pallet (in cubic feet)
25-31	Blank

SHIPMENT DATA (First line for each shipment unit)

TCMD COLUMN #	REQUIRED INFORMATION
32	“TFD” (constant)
33	TSP leave blank; APOE will fill in pallet control number prior to transmittal of header and shipment data to the ACA
34	DODAAC Code of Origin PPSO (from origin PPSO)
35	"JZ" or, for in bond shipments, "JI."
36a	“A” (constant)
36b	APOE Code
37	APOD Code
38	“P” (constant)
39	“BX” (constant)
40	Individual Shipment Unit TCN (from PPGBL)

SHIPMENT DATA (First line for each shipment unit) (Continued)

TCMD COLUMN #	REQUIRED INFORMATION
41	DODAAC Code of Destination PPSO (from origin PPSO)

42	“2” (constant)
43a	RDD of Individual Shipment
43b-43d	Blank
43e	TAC (from PPGBL) for individual shipment
44a	Pieces in Individual Shipment
44b	Weight of Individual Shipment
44c	Cube (in cubic feet) of Individual Shipment

OWNER DATA (Second line for each shipment unit)

TCMD COLUMN #	REQUIRED INFORMATION
32	"TFH" (constant)
33	TSP leave blank; for APOE use
34-39	Leave Blank.
40	TCN from "TFD" line
41-42	Leave Blank
43a-43d	Customer's name (Last, First, and Middle Initial).
43e	Customer's Grade (i.e., O-3, E-6, etc.)
44a	TSP SCAC
44b-44c	Leave Blank

TABLE 5: Preparation of the TCMD for Individual Shipments

These instructions apply when there is insufficient volume to consolidate for a full pallet load.

HEADER DATA

TCMD COLUMN #	REQUIRED INFORMATION
1	"TFI" (constant).
2	TSP Leave Blank
3	DODAAC Code of Origin PPSO (from origin PPSO)
4	"JZ" or, for in bond shipments, "JI."
5	"A" (constant)
6	Appropriate AMC Origin Terminal Code—APOE (See Item 1407 & 1408)
7	Appropriate AMC Destination Terminal Code—APOD (See Item 1407 & 1408)
8	"P" (constant).
9	"BX" (constant).
10	Individual Shipment (TCN from PPGBL)
11	DODAAC Code of Destination PPSO (from origin PPSO)
12	"2" (constant).
13	Julian Day—RDD

14	Leave Blank
15	Julian Day of Scheduled Pickup (from PPGBL)
16	Estimate Time of Arrival at APOE-Expressed as Code
17	TAC (from PPGBL).
18	Leave Blank
22	Total Pieces in Shipment
23	Total Weight of Shipment
24	Total Cubic Feet of Shipment Indicate Only Whole Number. Round Fractions to Next Whole Number
25-31	Leave Blank
(b)	OWNERSHIP DATA FOR BAGGAGE (Individual Shipment Data):
32	"TF8" (constant).
33-42	Leave Blank
43a – 43d	Owner's Name, Initials
43e	Rank
44a	TSP SCAC
44b – 44c	Leave Blank

Item 1107 Tracing Procedures

a. TSPs will trace a Code J shipment on request from a PPSO and make a report as to its location within 72 hours. When a tracer is received on a Code J shipment that has entered the AMC airlift system the following procedures will apply:

   1) Confirm with your port agent the shipment has been delivered to the AMC aerial port. Once this has been determined, contact the applicable air clearance authority (ACA) for lift data. Be certain you are tracing with the correct TCN.

   2) Provide the tracing activity with the name of the APOE, the date you delivered the shipment to the APOE, and all known lift data. Advise the tracing activity if the ACA has not been able to provide lift data.

b. After you provide the information stated above, all further tracers will be initiated by the destination PPSO. However, you are still required to monitor these shipments and submit reports required by paragraph 41E of the Tender when a shipment has not arrived at the APOD with enough time left to meet the RDD.

Item 1108 Code J Pallet Placard

NAME:	Excellent Forwarders
PALLET TCN:	00 89305323L013 LSG
APOE:	FRF
APOD:	DOV
PIECES:	25
WEIGHT:	3,450 lbs
CUBE:	318
TYPE:	MIXED OR PURE

CHAPTER 12 – DEPARTMENT OF STATE (DOS) ARRANGED MOVES

Item 1200 Purpose

Effective 1 October 2013, DOD and US Coast Guard (USCG) Personnel assigned official duty to a Diplomatic assignment under Chief of Missions and classified as permanent personnel or temporary duty personnel in excess of 90 days, are authorized shipment of Household Goods/TDY weight allowance using DOS transportation services IAW Defense Transportation Regulation (DTR), Part IV, Appendix F and applicable PPCIG Country Instructions.

Item 1201 Participation

PPSOs should ensure the instructions provided in the Defense Transportation Regulation (DTR), Part IV, App F and Personal Property Consignment Instruction Guide (PPCIG) Country Instructions are utilized to coordinate and execute shipments. Questions regarding whether or not a shipment is eligible to be moved via DOS should be referred to the DOS Transportation & Travel Management Division:

U.S. Department of State
Transportation & Travel Management Division
Phone: (800) 424-2947 or (202) 663-0891 / 0892
Fax: (202) 663-3209
Email: DODPP@state.gov

Item 1202 Procedures

1. Upon completion of the following actions, customer must be advised to coordinate pickup and delivery directly with DOS Transportation. For shipments with a picking date of 01 October 2013 or after, DOD and USCG PPSOs shall follow these instructions:

a. Ensure customers are counseled within the Defense Personal Property System (DPS) IAW JTR entitlements and service regulations. Counseling must be documented using DD Form 1797.

b. Ensure DD Form 1299 is accomplished for each shipment and contains the following statement in the remarks block "Department of State Managed Shipment". Note: This can be accomplished by using the additional information field (See DPS Smartbook on www.Move.mil (PPSO TAB)).

c. Submit DD Form 1299, DD Form 1797 and a copy of the customer's orders via Fax/Email to U.S. Department of State Transportation and Travel Management Division, Phone 1-800-424-2947 OR 202-663-0891/0892, Fax: (202) 663-3209, Email: DODPP@state.gov.

d. After submission of required documents to DOS, place the DPS shipment record in a "CANCELLED" status.

2. For specific questions regarding this chapter, please utilize the following HQ SDDC-PP organizational email addresses contacts:

a. SDDC Rates: usarmy.scott.sddc.mbx.pp-rates-intl@mail.mil (SS)
usarmy.scott.sddc.mbx.pp-rates-oto@mail.mil (OTO)
b. SDDC-EUR: usarmy.sembach.598-trans-bde.mbx.ppd@mail.mil (OTO/SS)
c. SDDC-PAC: usarmy.wheeler.sddc.mbx.sddc-pac-pp@mail.mil (OTO/SS)
d. PP OPS Team: usarmy.scott.sddc.mbx.pp-ops@mail.mil

CHAPTER 13 - RATES AREAS & MAPS

Purpose

This chapter contains rate area maps and/or explanations which illustrate special rate Tender information and/or the subdivision of states and countries. All other rate areas encompass the entire state or country.

Item 1300 Subdivided Countries/States, No Maps

Numerous countries and/or states are divided into more than one rate area. The following list is provided to distinguish those areas.

a. ITALY:

Italy (IT)
- 40 TAC Group Aviano
- NSA Naples
- 8th SUP GP Leghorn
- ITO Rome
- USASETAF Vicenza

Sicily (IT10)
- NAF Sigonella

b. PORTUGAL:

Portugal (PO)
- USMAAG Lisbon Portugal
- US Nat Support Unit, Lisbon, Portugal

Azores (PO01)
- Lajes Field, Terceira

c. UNITED KINGDOM:

United Kingdom (UK)
- HQ Burtonwood
- RAF Alconbury
- USNA London
- Menwith Hill St, Harrogate
- RAF Mildenhall
- 20th TFW High Wycombe
- RAF Chicksands
- 81 TFW Bentwaters
- RAF Upper Heyford

d. DISTRICT OF COLUMBIA:

District of Columbia (DC) is only that area designated as the city limits of Washington, DC. The counties and municipalities in Maryland and Virginia, formerly included in US24 DC, are not considered part of US24. The metropolitan area associated with local drayage will not be recognized as the boundary of DC for movement of personal property in the International program.

e. MARYLAND:

All counties and municipalities within the state boundaries.

f. VIRGINIA:

All counties and municipalities within the state boundaries.

Item 1301 Subdivided States/Countries, With Maps

The following countries and/or states are subdivided into more than one rate area. Maps showing the specific rate area for each PPSO in that country and/or state can be found in Item 1303.

a. California:
   US87 (North)
   US88 (South)

b. Florida:
   US49 (North)
   US4964400 (South)

c. Texas:
   US66 (North)
   US68 (South)

d. Alaska:
   US8101000 (Zone I)
   US8190100 (Zone II)
   US8050500 (Zone III)
   US8142800 (Zone IV) - **OTO Area**
   US8030400 (Zone V) – (*Cordova – see Item 1302 a.)

e. Australia:
   AS11
   AS21
   AS71 (OTO Area)

f. Canada:
   CA (OTO Area)
   CA10 (Ontario)
   CA20 (Québec)
   CA30 (Manitoba)

g. Japan:
   JA01 (Central)
   JA02 (South)
   JA03 (North)
   JA04 (Hokkaido) - **OTO Area**
   JA96 (Okinawa)

h. Hawaii:
   US89 (Island of Oahu)
   US891 (All neighbor islands of Oahu) - **OTO Area**

Item 1302 Special Rate Information

a. **Alaska**: Alaska is divided into five rate areas. UB rates (Codes 7 and 8) are the only codes of service solicited under the International program between CONUS and Alaska. Rates for HHG are solicited between Alaska and certain overseas areas. **Shipments to/from Adak and Cordova will be handled under the OTO program.**

b. **Australia**: Rates will be solicited for shipments moving to/from the Australian Capital Territory (ACT), New South Wales, and Alice Springs. All other areas will be handled under the OTO program.

c. **Baleric Islands**: Shipments to/from Menorca and Mallorca which are a part of the Baleric Islands will move under the OTO program.

d. **Canada**: Rates will be solicited for shipments moving to/from CA10 (Ontario), CA20 (Quebec), and CA30 (Manitoba). All other areas will be handled under the OTO program.

e. **Cuba**: Rates for HHG and UB between CONUS and Guantanamo Bay are handled under the DPM procedures. Shipments moving to Havana are moved under the OTO program.

f. **Dominican Republic**: Shipments to/from Dominican Republic will be handled under the OTO program.

g. **Germany**: Shipments to/from Berlin**,** Leipzig, Dresden, Rostock, and Neukirch will be processed as OTO areas IAW Chapter 7 of this Tender.

h. **Greece**: OCONUS Shipments to/from Greece will be handled under the OTO program.

i. **Hawaii**: Shipments to/from all neighbor islands of Oahu will be handled under the OTO program.

j. **Japan**: Japan consists of four rate areas. Carrier approvals will be separate for each rate area.

   1) JA01 Central: Consists of all prefectures in central Japan north of Hyogo prefecture to Yamagata and Miyagi prefectures (but not including these two prefectures), including the installations of Yokota AB; Camp Zama; NAF Atsugi; and CFAY Yokosuka.

   2) JA02 South: Consists of all prefectures in southern Japan commencing with Hyogo prefecture, including the installations of Sasebo NB and MCAS Iwakuni.

   3) JA03 North: Consists of all prefectures in northern Japan (Island of Yamagata and Miyagi prefectures), including the installation of Misawa AB.

   4) JA96 Okinawa: Consists of the installations of USAG Makiminato Okinawa, Kadena AB, MCB Camp Butler, and US Fleet Activity, Kadena.

   5) JA04 Hokkaido: Shipments to/from the island of Hokkaido will be handled under the OTO program.

k. **Korea**: Shipment to/from the outer island of Cheju-do will be handled under the OTO program.

l. **Nicaragua**: Shipments to/from Nicaragua will be handled under the OTO program.

m. **Norway**: Shipments to/from Norway will be handled under the OTO program.

n. **Philippines**: Shipments to/from the Philippines will be handled under the OTO program.

o. **Puerto Rico:** Shipments to/from the offshore communities of Vieques and Culebra will be handled under the OTO program.

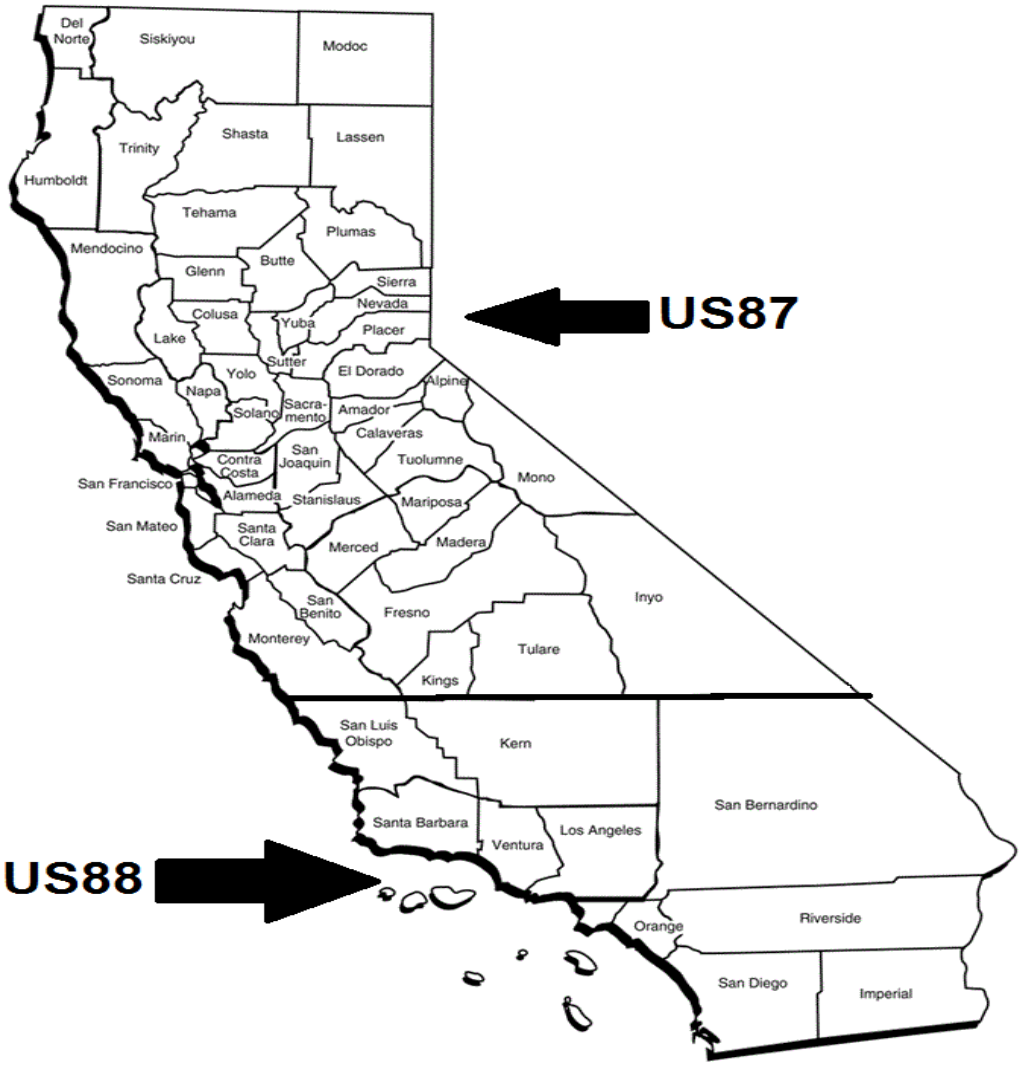
p. **Sardinia** (IT20): Rate area IT20 is re-designated as the single rate area for Sardinia and will now be handled under the OTO program.

q. **Spain**: Shipments to/from Estaca De Vares, El Ferrol Del Caudillo and Estartit will be handled under the OTO program.

r. **United Kingdom**: The United Kingdom consists of four separate countries: England, Scotland, Wales, and Northern Ireland. However, for our purposes, there are three distinct rate areas. Rates for England and Wales will be found in rate area printout under UK. Scotland and Northern Ireland are OTO rate areas.

Item 1303 Maps of States and Countries Divided into Separate Rate Areas

California



US87 - North

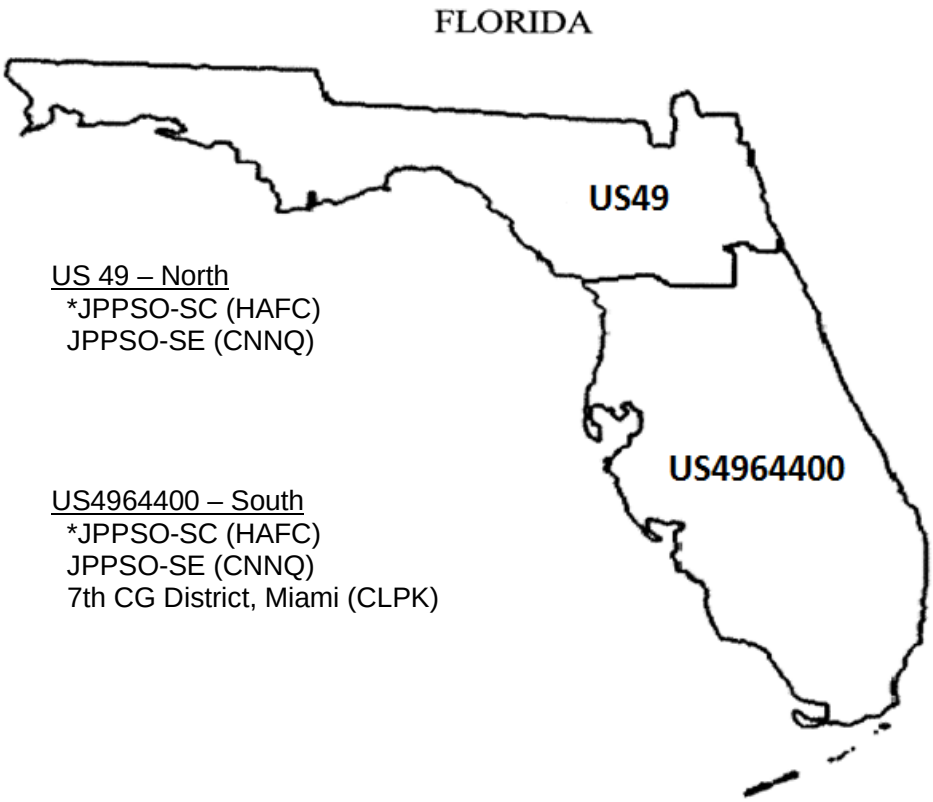
JPPSO-NC (KKFA)
COGUARD Alameda (LHNQ)
Presidio of Monterey(LHAT)
JPPSO-SW (LKNQ)

US88 - South

Camp Pendleton (LFMT)
JPPSO-SW (LKNQ)
*MCAS Yuma, AZ (KDML)
NTC Fort Irwin (LKAT)
Twenty-nine Palms (LIMT)
JPPSO-NC (KKFA)

* Asterisk identifies PPSO located in an adjacent state controlling traffic in the rate area indicated.

Florida



US 49 – North
*JPPSO-SC (HAFC)
JPPSO-SE (CNNQ)

US4964400 – South
*JPPSO-SC (HAFC)
JPPSO-SE (CNNQ)
7th CG District, Miami (CLPK)

* Asterisk identifies PPSO's located in adjacent states controlling traffic in the rate areas indicated.

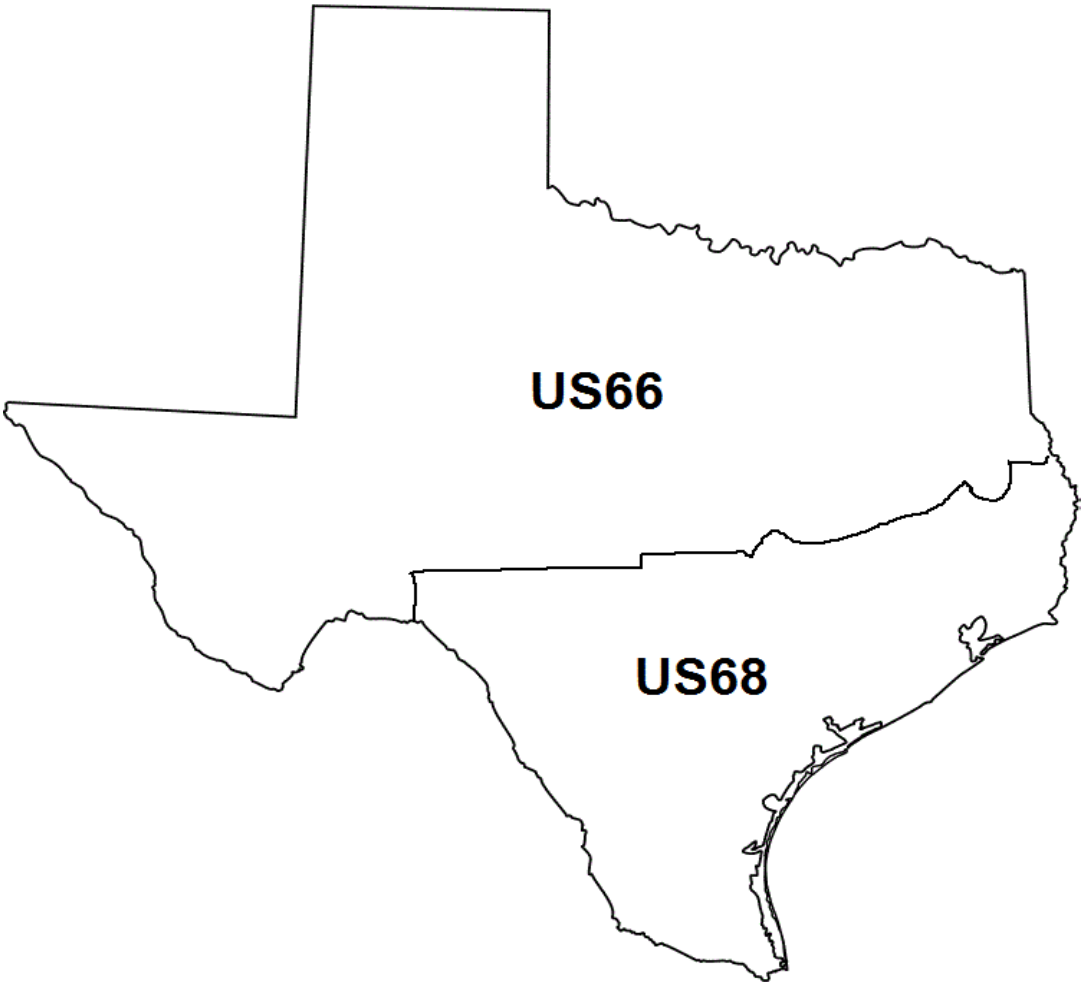
US49

Alachua	Gadsden	Marion
Baker	Gilchrist	Nassau
Bay	Gulf	Okaloosa
Bradford	Hamilton	Putnam
Calhoun	Holmes	Santa Rosa
Clay	Jackson	St Johns
Columbia	Jefferson	Suwannee
Dixie	Lafayette	Taylor
Duval	Leon	Union
Escambia	Levy	Wakulla
Flagler	Liberty	Walton
Franklin	Madison	Washington

US4964400

Brevard	Indian River	Pinellas
Broward	Lake	Polk
Charlotte	Lee	Sarasota
Citrus	Manatee	Seminole
Collier	Martin	St Lucie
Desoto	Miami-Dade	Sumter
Glades	Monroe	Volusia
Hardee	Okeechobee	
Hendry	Orange	
Hernando	Osceola	
Highlands	Palm Beach	
Hillsborough	Pasco	

Texas



US66 – North

Ft. Bliss (HAAE)

Ft. Hood (HBAT)

JPPSO-SC (HAFC)

JPPSO-NC (KKFA)

US68 - South

*Ft. Polk, LA (FSAT)

JPPSO-SC (HAFC)

* Asterisk identifies PPSOs located in adjacent states controlling traffic in the rate area indicated.

Texas (Counties)

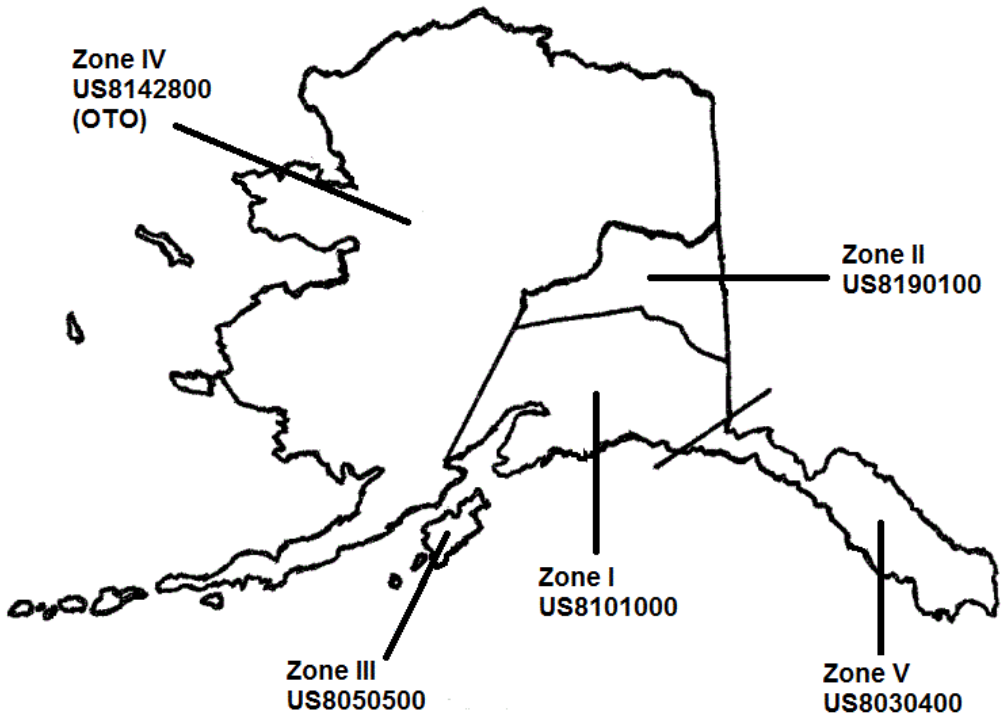
US66 - North Texas

Anderson
Andrews
Archer
Armstrong
Bailey
Baylor
Bell
Borden
Bosque
Bowie
Brewster
Briscoe
Brown
Burnet
Callahan
Camp
Carson
Cass
Castro
Cherokee
Childress
Clay
Cochran
Coke
Coleman
Collin
Collingsworth
Comanche
Concho
Cooke
Coryell
Cottle
Crane
Crockett
Crosby
Culberson
Dallam
Dallas
Dawson
Deaf Smith
Delta
Denton
Dickens
Donley
Eastland
Ector
El Paso
Ellis
Erath
Falls
Fannin
Fisher
Floyd
Foard
Franklin
Freestone
Gaines
Garza
Glasscock
Gray
Grayson
Gregg
Hale
Hall
Hamilton
Hansford
Hardeman
Harrison
Hartley
Haskell
Henderson
Hemphill
Hill
Hockley
Hood
Hopkins
Howard
Hudspeth
Hunt
Hutchinson
Irion
Jack
Jeff Davis
Johnson
Jones
Kaufman
Kent
Kimble
King
Knox
Lamar
Lamb
Lampasas
Limestone
Lipscomb
Llano
Loving
Lubbock
Lynn
Montague
Marion
Martin
Mason
McCulloch
McLennan
Menard
Midland
Mills
Mitchell
Moore
Morris
Motley
Navarro
Nolan
Ochiltree
Oldham
Palo Pinto
Panola
Parker
Parmer
Pecos
Potter
Presidio
Rains
Randall
Reagan
Red River
Reeves
Roberts
Rockwall
Runnels
Rusk
San Saba
Schleicher
Scurry
Shackelford
Sherman
Smith
Somervell
Stephens
Sterling
Stonewall
Sutton
Swisher
Tarrant
Taylor
Terrell
Terry
Throckmorton
Titus
Tom Green
Upshur
Upton
Van Zandt
Ward
Wheeler
Wichita
Wilbarger
Winkler
Wise
Wood
Yoakum
Young

US68 - South Texas

Angelina
Aransas
Atascosa
Austin
Bandera
Bastrop
Bee
Bexar
Blanco
Brazoria
Brazos
Brooks
Burleson
Caldwell
Calhoun
Cameron
Chambers
Colorado
Comal
DeWitt
Dimmit
Duval
Edwards
Fayette
Fort Bend
Frio
Galveston
Gillespie
Goliad
Gonzales
Grimes
Guadalupe
Hardin
Harris
Hays
Hidalgo
Houston
Jackson
Jasper
Jefferson
Jim Hogg
Jim Wells
Karnes
Kendall
Kenedy
Kerr
Kinney
Kleberg
La Salle
Lavaca
Lee
Leon
Liberty
Live Oak
Madison
Matagorda
Maverick
McMullen
Medina
Milam
Montgomery
Nacogdoches
Newton
Nueces
Orange
Polk
Real
Refugio
Robertson
Sabine
San Augustine
San Jacinto
San Patricio
Shelby
Starr
Travis
Trinity
Tyler
Uvalde
Val Verde
Victoria
Walker
Waller
Washington
Webb
Wharton
Willacy
Williamson
Wilson
Zapata
Zavala

Alaska



ZONE CODE	ZONE	INSTALLATION
US8101000	Zone I	Anchorage/Elmendorf AFB (MBFL)
US8190100	Zone ll	Anchorage/Elmendorf AFB (MBFL)
		Fort Wainwright (JEAT)
US8050500	Zone III	USCG Kodiak (MAPS)
US8142800	Zone IV	Adak, Alaska (MBFL) (**OTO AREA**)
US8030400	Zone V	USCG Ketchikan, Juneau, Sitka, Petersburg (MAPK) (*all other cities are OTO Areas)

Alaska (Cities)

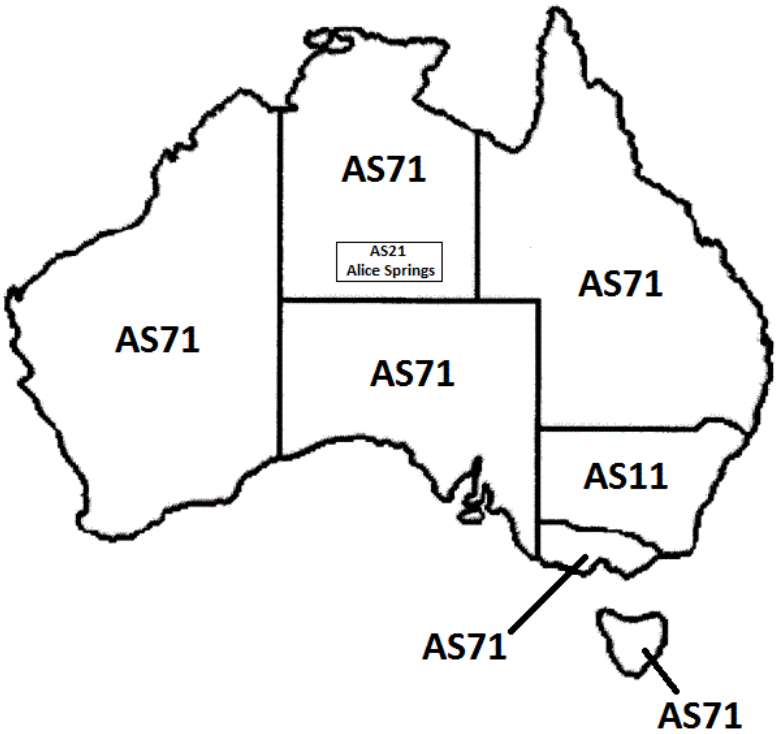
Zone I US8101000	Zone II US8190100	Zone III US8050500	Zone V US8030400
ANCHOR POINT	ANDERSON	CHINIAK	AUKE BAY
ANCHORAGE	BADGER	KODIAK	DOUGLAS
BIG LAKE	CANTWELL		JUNEAU
CHICKALOON	CHICKEN		KETCHIKAN
CHITINA	CLEAR		PETERSBURG
CHUGIAK	COLDFOOT		SITKA
CLAM GULCH	DELTA JUNCTION		WARD COVE
COOPER LANDING	DENALI NATIONAL PARK		WRANGELL
COPPER CENTER	DOT LAKE		
EAGLE RIVER	EAGLE		
ELMENDORF AFB	EIELSON AFB		
FORT RICHARDSON	ESTER		
FRITZ CREEK	FAIRBANKS		
GAKONA	FORT GREELY		
GIRDWOOD	FORT WAINWRIGHT		
GLENNALLEN	HEALY		
HOMER	MANLEY HOT SPRINGS		
HOPE	MENTASTA LAKE		
HOUSTON	NENANA		
INDIAN	NORTH POLE		
KASILOF	NORTHWAY		
KENAI	SALCHA		
MIERS LAKE	STEESE		
MOOSE PASS	TOK		
NIKISKI	TWO RIVERS		
NIKOLAEVSK			
NINILCHIK			
PALMER			
SELDOVIA			
SEWARD			
SLANA			
SOLDOTNA			
STERLING			
SUTTON			
TALKEETNA			
TRAPPER CREEK			
VALDEZ			
WASILLA			
WHITTIER			
WILLOW			

Alaska (Cities)

Zone IV - OTO
US8142800

ADAK
AKHIOK
AKIACHAK
AKIAK
AKUTAN
ALAKANUK
ALEKNAGIK
ALLAKAKET
AMBLER
ANAKTUVUK
ANAKTUVUK PASS
ANGOON
ANIAK
ANVIK
ARCTIC VILLAGE
ATKA
ATMAUTLUAK
ATQASUK
BARROW
BEAVER
BETHEL
BETTLES FIELD
BREVIG MISSION
BUCKLAND
CENTRAL
CHALKYITSIK
CHEFORNAK
CHENEGA BAY
CHEVAK
CHIGNIK
CHIGNIK LAGOON
CHIGNIK LAKE
CHUATHBALUK
CIRCLE
CLARKS POINT
COFFMAN COVE
COLD BAY
CORDOVA
CRAIG
CROOKED CREEK
DEERING
DILLINGHAM
DIOMEDE
DUTCH HARBOR
EDNA BAY
EEK
EGEGIK
EKWOK
ELFIN COVE
ELIM
EMMONAK
ENGLISH BAY
FALSE PASS
FORT YUKON
GALENA
GAMBELL
GOLOVIN
GOODNEWS BAY
GRAYLING
GUSTAVUS
HAINES
HALIBUT COVE
HOLY CROSS
HOONAH
HOOPER BAY
HUGHES
HUSLIA
HYDABURG
HYDER
IGIUGIG
ILIAMNA
KAKE
KAKTOVIK
KALSKAG
KALTAG
KARLUK
KASAAN
KASIGLUK
KIANA
KING COVE
KING SALMON
KIPNUK
KIVALINA
KLAWOCK
KOBUK
KOKHANOK
KOLIGANEK
KONGIGANAK
KOTLIK
KOTZEBUE
KOYUK
KOYUKUK
KWETHLUK
KWIGILLINGOK
LAKE MINCHUMINA
LARSEN BAY
LEVELOCK
LITTLE DIOMEDE
LOWER KALSKAG
MANOKOTAK
MARSHALL
MC GRATH
MEKORYUK
METLAKATLA
MEYERS CHUCK
MINTO MOUNTAIN
VILLAGE
NAKNEK
NANWALEK
NAPAKIAK
NAPASKIAK
NAUKATI BAY
NELSON LAGOON
NEW STUYAHOK
NEWTOK
NIGHTMUTE
NIKOLAI
NIKOLSKI
NOATAK
NOME
NONDALTON
NOORVIK
NUIQSUT
NULATO
NUNAM IQUA
NUNAPITCHUK
OLD HARBOR
OUZINKIE
PEDRO BAY
PELICAN
PERRYVILLE
PILOT POINT
PILOT STATION
PLATINUM
POINT BAKER
POINT HOPE
POINT LAY
PORT ALEXANDER
PORT ALSWORTH
PORT GRAHAM
PORT HEIDEN
PORT LIONS
PRUDHOE BAY
QUINHAGAK
RAMPART
RED DEVIL
RUBY
RUSSIAN MISSION
SAINT GEORGE
SAINT MARY'S
SAINT MICHAEL
SAINT PAUL
SAND POINT
SAVOONGA
SCAMMON BAY
SELAWIK
SHAGELUK
SHAKTOOLIK
SHISHMAREF
SHUNGNAK
SKAGWAY
SKWENTNA
SLEETMUTE
SOUTH NAKNEK
STEBBINS
STEVENS VILLAGE
STONY RIVER
TAKOTNA
TANACROSS
TANANA
TATITLEK
TELLER
TENAKEE SPRINGS
THORNE BAY
TOGIAK
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK
TWIN HILLS
TYONEK
UNALAKLEET
UNALASKA
VENETIE
WAINWRIGHT
WALES
WHITE MOUNTAIN
YAKUTAT

Australia



AS11 -	Australian Capital Territory (ACT) New South Wales
AS21 -	Alice Springs
AS71 -	All Other Areas (OTO)

NOTE: Please refer to the PPCIG Country Instructions for additional guidance.

Canada

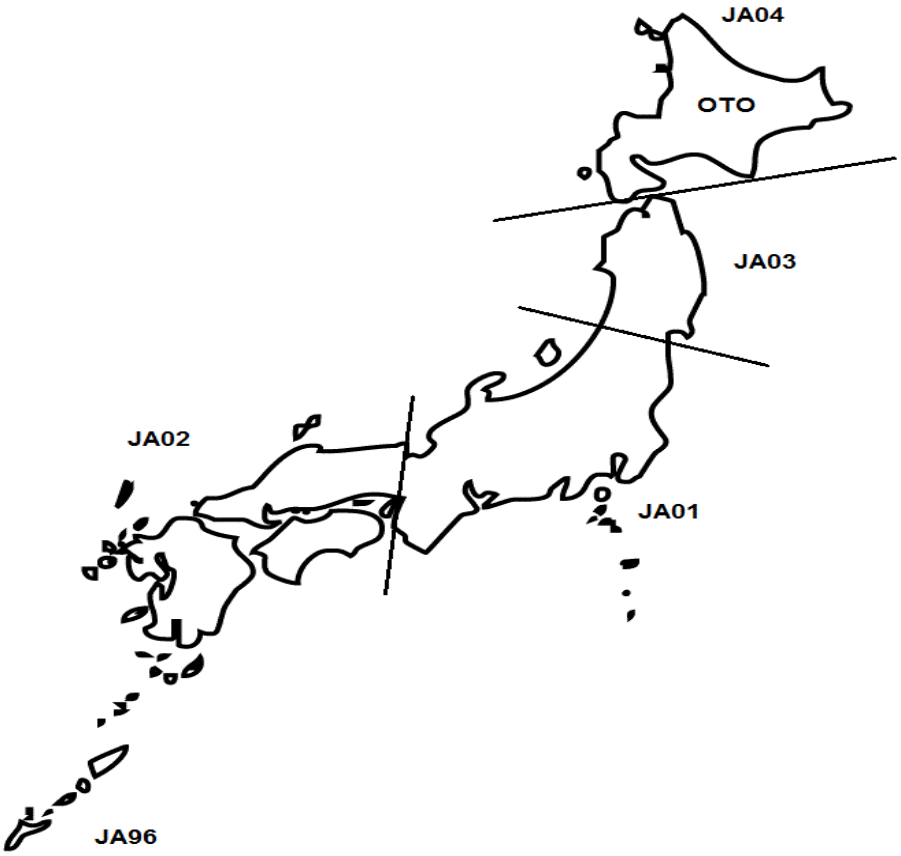
CA10 (Ontario)
Brant
Bruce
Chatham-Kent
Dufferin
Durham
Elgin
Essex
Frontenac
Grey
Haldimand-Norfolk
Haliburton
Halton
Hamilton
Hastings
Huron
Kawartha Lakes
Lambton
Lanark
Laval
Leeds & Grenville
Lennox & Addington
Middlesex
Montreal
Muskoka
Niagara
Nipissing
Northumberland
Ottawa
Oxford
Parry Sound
Peel
Perth
Peterborough
Prescott and Russel
Prince Edward
Renfrew
Simcoe
Stormont, Dundas and Glengary
Toronto
Waterloo
Wellington
York

CA20 (Quebec)
Abitibi-Témiscamingue
Capitale-Nationale
Centre-du-Québec
Chaudière-Appalaches
Estrie
Lanaudière
Laurentides
Mauricie
Montérégie
Outaouais

CA30 (Manitoba)
Central Plains
Eastman
Interlake
Pembina Valley
Westman
Winnipeg Capital Region

NOTE:
CA (OTO) All unshaded areas are One-Time-Only
CA10 (Ontario) listed in Census Divisions
CA20 (Quebec) listed in Regions
CA30 (Manitoba) listed in Regions

Japan



JA01 – Central

Aichi
Atsugi
Camp Zama
Chiba
Fukushima
Gifu
Gunma
Ibaraki
Ishikawa
Kanagawa
Mie
Nagano
Nara
Niigata
Osaka
Saitama
Shiga
Shizouka
Tochigi
Tokyo
Toyama
Wakayama
Yokohama
Yokosuka

JA02 – South

Ehime
Fukuoka
Hyogo
Iwakuni
Kagawa
Kogoshima
Kochi
Kumamoto
Miyazaki
Nagasaki
Oita
Okayma
Saga
Sasebo
Shimane
Tokushima
Tottori
Yamaguchi

JA03 - North

Akita
Aomori
Iwate
Misawa
Miyagi
Yamagata

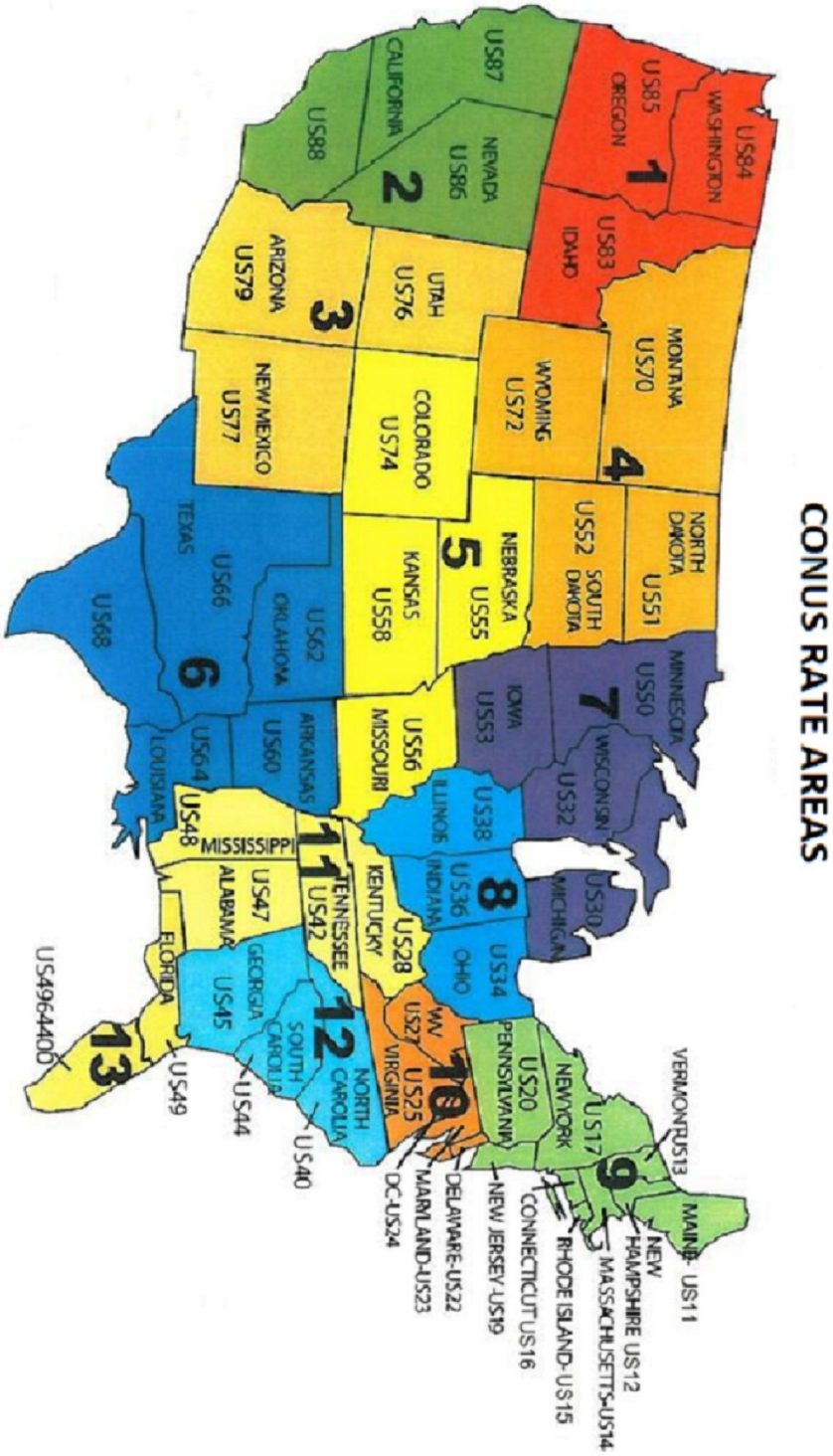
JA04 – OTO

Hokkaido

JA96

Okinawa

Map of CONUS Rate Areas



CHAPTER 14 - AERIAL AND SURFACE PORTS

Purpose

The water and aerial ports designated for movement of Code 5, T, and J shipments are identified in this chapter.

Item 1400 Code J Ports

Code J shipments will be routed via the aerial ports listed in Item 1407.

Item 1401 Code T Ports

Item 1409 shows the aerial ports used for movement of Code T shipments between CONUS and overseas rate areas. Routings may vary in accordance with AMC Channel Listing.

Item 1402 Code 5 Ports

Ports designated for Code 5 shipments may be revised during the cycle because of operational capabilities. Changes are announced by amendment to DOD 4500.32-R. Code 5 ports are shown in Item 1411.

Item 1403 Alternate Ports

When the designated port is changed during a rate cycle, the origin PPSO will certify the use of alternate ports, either water or aerial. Certification will contain the original port, revised port, and increase/decrease in mileage. If the shipment is directed to a port other than that shown on the TCMD, a Government representative at the port will provide the TSP a certificate showing the water/aerial port used, indicating where the shipment was received from or returned to the custody of the TSP. These certificates must accompany the original PPGBL and other documentation to support billing in accordance with Chapter 5 of this Tender.

Item 1404 Reserved for Future Use

Item 1405 Code 4 Ports

Water ports designated for the movement of Code 4 between CONUS and overseas rate areas are shown in Item 1413.

Item 1406 Code 5 Contract Facilities

Code 5 designated ports may use contractors located in outlying areas. TSPs will be required to pickup and/or deliver property at these facilities; therefore, the SFR should reflect this service when facility is located within 50-mile radius of the port. Item 528 will apply if facility is located beyond 50-mile radius.

Item 1407 Code J Port Designation

THE FOLLOWING DESIGNATES THE NORMAL MILITARY AIR TERMINALS UTILIZED IN SERVICING SHIPMENTS MOVING UNDER CODE J BETWEEN ALL STATES AND OVERSEAS AREAS

BETWEEN

STATE	GQ** JA96** US89**	JA01** JA02** JA03** KS**	AS11** AS21**	BE* GE NL* TU	BA IT10 NAPLES, IT SP	IT (ex NAPLES) UK	PO01
			AND				
ALL	SUU	SUU	SUU	WRI/DOV+	NGU	WRI	WRI

* Shipments between the Netherlands/Belgium and CONUS transit Ramstein. Carriers are responsible for movement to/from Ramstein to Netherlands and Belgium.

**All shipments to/from the Pacific will be delivered to Travis AFB, CA (SUU).

+Shipments will enter WRI as the primary port and DOV as an overflow port. Refer to Item 529 (Alternate Port) for further guidance.

LEGEND: NGU - NAS, Norfolk, VA WRI - McGuire AFB, NJ DOV-Dover AFB, DE

SUU - Travis AFB, CA TCM - McChord AFB, WA

Item 1408 Overseas AMC Terminals for Code J Shipments

COUNTRY	AMC TERMINAL	TERMINAL CODE
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
AZORES	LAJES FIELD	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON AFB	UAM
HAWAII	HICKAM AFB	HIK
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
JA96 (OKINAWA)	KADENA AB	DNA
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
SICILY (IT10)	SIGONELLA	SIZ
SCOTLAND	MILDENHALL AB	MHZ

COUNTRY	AMC TERMINAL	TERMINAL CODE
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB
	INCIRLIK	ADA
UNITED KINGDOM	MILDENHALL AB	MHZ

Item 1409 Code T Port Designation (Effective April 1, 1998)

THE FOLLOWING DESIGNATES THE NORMAL MILITARY AIR TERMINALS UTILIZED IN SERVICING SHIPMENTS MOVING UNDER CODE T BETWEEN ALL STATES AND OVERSEAS AREAS:

	BETWEEN						
STATE	GQ(1/3) JA96(1/3) US89(1/3)	JA01(1/3) JA02(1/3) JA03(1/3) KS(1/3)	AS11(1/3/4) AS21(1/3/4)	BE(2/5) GE NL(2/5) TU	BA, GR29, IT10, NAPLES IT SP, RQ	IT (ex NAPLES) UK(5)	PO01
	AND						
ALL	SUU	SUU	SUU	WRI/DOV	NGU	WRI	WRI

NOTE 1: Intra-theater shipments moving between Australia and Pacific areas are routed from Australia POEs to Hickam AFB, Hawaii to final destination APOD via AMC airlift.

NOTE 2: Shipments between the Netherlands/Belgium and CONUS transit Ramstein. TSPs are responsible for movement to/from Ramstein to Netherlands and Belgium.

NOTE 3: All shipments to/from the Pacific will be delivered to Travis AFB, CA (SUU).

NOTE 4: TSPs are advised to contact responsible AMC terminal(s) for all compliance and technical guidance, to include transit timelines IAW shipment RDDs.

NOTE 5: Shipments will enter WRI as the primary port and DOV as an overflow port. Refer to Item 529 (Alternate Port) for further guidance.

LEGEND: NGU - NAS, Norfolk, VA WRI - McGuire AFB, NJ DOV – Dover AFB, DE

SUU - Travis AFB, CA TCM - McChord AFB, WA

Item 1410 Overseas AMC Terminals for Code T Shipments

COUNTRY	AMC TERMINAL	TERMINAL CODE
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
AZORES	LAJES FIELD	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
CRETE	IRAKLION	VWH
ENGLAND	MILDENHALL	MHZ
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSEN AFB	UAM
HAWAII	HICKAM AFB	HIK
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
	OLBIZ (VIA NAPLES)	OLB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
JA96 (OKINAWA)	KADENA AB	DNA
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
PUERTO RICO	ROOSEVELT ROADS	NRR
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB
	INCIRLIK	ADA
UNITED KINGDOM	MILDENHALL AB	MHZ

Item 1411 Code 5 Port Designation

STATE	IC PO01	STATE	IC PO01
US11 ME	1M1	US49 FL-N	1M1
US12 NH	1M1	US496 FL-S	1M1
US13 VT	1M1	US50 MN	1M1
US14 MA	1M1	US51 ND	1M1
US15 RI	1M1	US52 SD	1M1
US16 CT	1M1	US53 IA	1M1
US17 NY	1M1	US55 NE	1M1
US19 NJ	1M1	US56 MO	1M1
US20 PA	1M1	US58 KS	1M1
US22 DE	1M1	US60 AR	1M1
US23 MD	1M1	US62 OK	1M1
US24 DC	1M1	US64 LA	1M1
US25 VA	1M1	US66 TX-N	1M1
US27 WV	1M1	US68 TX-S	1M1
US28 KY	1M1	US70 MT	1M1
US30 MI	1M1	US72 WY	1M1
US32 WI	1M1	US74 CO	1M1
US34 OH	1M1	US76 UT	1M1
US36 IN	1M1	US77 NM	1M1
US38 IL	1M1	US79 AZ	1M1
US40 NC	1M1	US83 ID	1M1
US42 TN	1M1	US84 WA	1M1
US44 SC	1M1	US85 OR	1M1
US45 GA	1M1	US86 NV	1M1
US47 AL	1M1	US87 CA-N	1M1
US48 MS	1M1	US88 CA-S	1M1

LEGEND: 1M1 - Norfolk, VA

NOTE: Delivery address for COS 5 and DPM shipments utilizing 1M1 is:

DLA Terminal Operations Distribution
9248 Virginia Ave. Bldg. CEP-201
Norfolk, VA 23511

Item 1412 Overseas MSC Terminal for Code 5 Shipments

COUNTRY	PORT USED	PORT DESIGNATOR	AREAS SERVED
AZORES, The	Praia Da Victoria	GA3	Azores

NOTE: * Routing per overseas PPCIG.

Item 1413 Code 4 Ports of Embarkation and Debarkation

SERVICING PORTS		BETWEEN CONUS AND: (UNLESS OTHERWISE DESIGNATED)		
BALTIMORE CHARLESTON HOUSTON JACKSONVILLE LOS ANGELES NEW ORLEANS	NEW YORK NORFOLK SAN FRANCISCO SAVANNAH SEATTLE WILMINGTON	BELGIUM CRETE ENGLAND GERMANY GREECE GUAM	IRELAND ITALY JAPAN KOREA NETHERLANDS OKINAWA	PANAMA PUERTO RICO SCOTLAND SPAIN
BALTIMORE CHARLESTON HOUSTON NEW ORLEANS	NEW YORK NORFOLK WILMINGTON	NORWAY PORTUGAL	SAUDI ARABIA TURKEY	
CHARLESTON LOS ANGELES NEW YORK NORFOLK	SAN FRANCISCO SEATTLE WILMINGTON	AUSTRALIA NEW ZEALAND		
LOS ANGELES SAN FRANCISCO SEATTLE		HAWAII (Eastbound only)		
SEATTLE		ALASKA		
BALTIMORE CHARLESTON LOS ANGELES NEW YORK NORFOLK	SAN FRANCISCO SAVANNAH SEATTLE WILMINGTON	HAWAII (Westbound only)		

Item 1414 Reserved for Future Use

CHAPTER 15 - RATE AREAS & SPLC CODES

Purpose

This chapter provides rate areas and SPLC Codes for CONUS and International Rate Areas.

Item 1500 Rate Areas & SPLC Codes

These codes are used for identifying rate areas used in the INTERNATIONAL program and must be used for identification of rate areas when filing rates. Incorrect codes will result in computer rejection of rates.

Item 1501 CONUS Rate Areas & SPLC Codes

RATE AREA	CONUS SPLC CODE	ABBREVIATIONS
ALABAMA	US47	ALA
ARIZONA	US79	ARZ
ARKANSAS	US60	ARK
CALIFORNIA-NORTH	US87	CAL
CALIFORNIA-SOUTH	US88	CAL
COLORADO	US74	COL
CONNECTICUT	US16	CONN
DELAWARE	US22	DEL
DISTRICT OF COLUMBIA	US24	DIC
FLORIDA-NORTH	US49	FLA
FLORIDA-SOUTH	US4964400	FLA
GEORGIA	US45	GEO
IDAHO	US83	IDA
ILLINOIS	US38	ILL
INDIANA	US36	IND
IOWA	US53	IOWA
KANSAS	US58	KAN
KENTUCKY	US28	KEN
LOUISIANA	US64	LIA
MAINE	US11	MNE
MARYLAND	US23	MLD
MASSACHUSETTS	US14	MASS
MICHIGAN	US30	MICH
MINNESOTA	US50	MINN
MISSISSIPPI	US48	MISS
MISSOURI	US56	MO
MONTANA	US70	MONT
NEBRASKA	US55	NEB
NEVADA	US86	NEV
NEW HAMPSHIRE	US12	N-H
NEW JERSEY	US19	N-J
NEW MEXICO	US77	N-MEX
NEW YORK	US17	N-Y
NORTH CAROLINA	US40	N-CAR
NORTH DAKOTA	US51	N-DAK
OHIO	US34	OHIO
OKLAHOMA	US62	OKLA
OREGON	US85	ORE
PENNSYLVANIA	US20	PENN
RHODE ISLAND	US15	RH-IS
SOUTH CAROLINA	US44	S-CAR
SOUTH DAKOTA	US52	S-DAK
TENNESSEE	US42	TENN
TEXAS-NORTH	US66	TEX
TEXAS-SOUTH	US68	TEX

RATE AREA	CONUS SPLC CODE	ABBREVIATIONS
UTAH	US76	UTAH
VERMONT	US13	VT
VIRGINIA	US25	VIR
WASHINGTON	US84	WASH
WEST VIRGINIA	US27	W-VA
WISCONSIN	US32	WISC
WYOMING	US72	WYO

Item 1502 Overseas Rate Areas & SPLC Codes

RATE AREA	OCONUS SPLC CODE	ABBREVIATIONS
ALASKA(ZONE)		
I	US8101000	AK
II	US8190100	AK
III	US8050500	AK
IV	US8142800	AK
V	US8030400	AK
AUSTRALIA	AS11	AUSTL
	AS21	AUSTL
AZORES	PO01	PORTG
BAHRAIN	BA	BH
BELGIUM	BE	BELG
CANADA		
(ONTARIO)	CA10	ON
(QUEBEC)	CA20	QC
(MANITOBA)	CA30	MB
CRETE	GR29	CRETE
GERMANY	GE	GERMY
GREECE	GR	GR
GUAM	GQ	GUAM
HAWAII	US89	HAWAII
ITALY	IT	ITALY
JAPAN-CENTRAL	JA01	JAN-CT
JAPAN-SOUTH	JA02	JAN-S
JAPAN-NORTH	JA03	JAN-N
KOREA	KS	KORES
NETHERLANDS, The	NL	NETHR
OKINAWA	JA96	OKINA
PORTUGAL	PO	PORTG
PUERTORICO	RQ	PUERTO
SICILY	IT10	SICLY
SPAIN	SP	SPAIN
TURKEY	TU	TURKY
UNITEDKINGDOM (England &Wales)	UK	UNKIN

Item 1503 Intra-Country Move Rate Areas

Code of Service 4 (iHHG) Rates will be solicited in 2016 for the following channels previously handled through the European Tender of Service and now referred to as Intra-country channels:

Belgium to Belgium
Germany to Germany
Italy to Italy
Netherlands to Netherlands
Spain to Spain
United Kingdom to United Kingdom

Note: All other European intra-country move requests for countries not listed above will be moved via the One-Time-Only (OTO) program.

CHAPTER 16 - HISTORICAL SHIPMENT DATA AND CHANNEL CONTROL LISTING

Purpose

This chapter provides information regarding shipment data and the channel control listing for each rate cycle.

Item 1600

a. Shipment data represents historical traffic data.

b. Shipment data is shown only where HQ SDDC historical data records movement of traffic. However, shipments may be generated between all areas during this period. Transportation Service Providers are encouraged to file rates for all channels they desire to serve.

Item 1601 Traffic Awards

Traffic offerings and allocation will be accomplished by the PPSOs. HQ SDDC and the military services will maintain surveillance to ensure the traffic allocation principles are followed.

Item 1602 Channel Control

The channel control printout stipulates the open and closed rate fields by codes of service for each origin/destination combination for which rates may be filed. Transportation Service Providers should review their DOD approval and listing prior to filing rates. Transportation Service Providers are encouraged to file compensatory rates and only to those areas where they desire to serve. The Channel Control Listing of solicited rates is available during the rate filing period in DPS.

NOTE: For 2016 we are soliciting rates for new channels, including the intra-country locations listed in Item 1503, Canada locations, and between Bahrain and the Pacific/Far East locations (Japan and Hawaii). See the latest Channel Control Listing for details.

Item 1603 Web Links

For access to Rate Cycle Channel Control Listings, refer to the HQ SDDC Personal Property Homepage website (www.sddc.army.mil/pp/default.aspx) and the below site path to view both the International Standard and Special Solicitation Channel Control Listings.

“Defense Personal Property Program” **>** “Phase II Business Rule Attachments” **>** “International” **>** “International DPS Channel Control Lists”