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Defense Personal Property Program International Tender - 09

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

709 Ward Drive, Bldg. 1990

Scott AFB, IL 62225

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CHANGE 1

List of Changes

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1.0	Editorial changes were made to the following: Application and Scope, TSP Correspondence, Item 106 Codes of Service, Item 110 Filing Dates, Item 139 Rate Cycle, Item 150 Transportation Service Provider, Item 151 Transportation Service Provider's Agent/Representative, Item 203 Governing Regulations, Item 205 TSP's Individual International Manual Rate Tenders, Item 216 Storage-In-Transit (SIT) – HHG, Item 217 Storage-in-Transit – UB, Item 218 SIT Period, Item 220, Item 221, Item 223 (LHS) Item 224 Application of Transportation SFR – UB, Chapter 3 – Conditions, Rules and TSP Administrative Requirements, Item 307 Suspensions, Item 308 Disqualifications, Item 310 Combination Intertheater Codes T/4 and T/5 Rates, Item 314 Tonnage Allocation, Item 317 Reporting Requirements, Item 320 TSP Agent/ Port Agent Facilities, Item 325 Shipment Terminations, Item 330 Intratheater Pacific Rates, Item 331 Required Numbers, Item 333 Packing Privately Owned Firearms (POFs), Item 400 Claims, Item 401 Liability , Chapter 5 – Schedule of Rates and Charges, Item 500 Additional Services, Item 508 Crates/Special Containers, Item 509 Extra Pickup or Delivery, Item 518 SIT and Warehouse Handling Charges – HHG, Item 519 SIT and Warehouse Handling Charges – UB, Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG, Item 521 Pickup or Delivery Transportation Rate to Apply to SIT – UB , Item 523 Termination of Shipments – UB, Item 524 Reshipments – HHG, Item 526 Shipments Diverted After Commencement of Transportation Service, Item 527 Delivery of Split Codes T and 5 Shipments, Item 528 Use of Alternate Ports for Codes 5 and T Shipments, Item 529 Provisions Governing Code J Shipment On-Loaded at Other Than Designated APOE Off-Loaded at Other Than Designated APOD, Item 531 Partial Delivery Weighing, Chapter 6 – Billing & Payment, Item 700 Criteria for User of OTO Rates, Item 701 Procedures, Appendix 6A-1, Item 1101 Terms and Conditions for Code J Shipments, Item 1105 Movement from CONUS to Overseas, Table 1: Preparation of the Pallet Header Record for Each Pallet Load of Code J, Item 1106 Movement from Overseas to CONUS, Table 4: Preparation of the TCMD for pallet loads of Code J baggage, Item 1203 Ordering Authority, Item 1204 Administrative Instructions for Ocean Container/Shipment Bookings, Item 1206 Port Information, Item 1207 Co-loading, Item 1208 Ocean Compensation Factor, Item 1209 Bunker Adjustment Factor, Item 1210 Currency Adjustment Factor, Item 1300 Subdivided Countries/States, No Maps, Item 1302 Special Rate Information, Alaska as per comments from industry.	April 18, 2006	12-14, 16-17, 20, 22, 25, 27- 29, 33 -35, 38, 40, 41, 43 - 47, 49 - 56, 58 - 78, 80-83, 87- 95, 97, 98, 100, 102 - 105, 108, 109, 115, 119, 121, 123, 126, 127, 131- 135, 137, 138, 144
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	Item 1100, General- Chapter XII, Special Rate Areas and Maps, Item 1303, Maps of States and Counties Divided into Separate Rate Areas- Chapter XIV, PPSO Listing/ Rate Areas/ SPLC Codes, Item 1502, Overseas Rate Areas & SPLC Codes- Chapter XVII, Tonnage Estimates & Traffic Distribution- Chapter XVIII, Channel Control Listing, Item 105, Channel Control Listing; Chapter 16, Tonnage Estimates and Channel Control Listing- Table of Contents, Item 149, Theatre Shipping and Consolidation Point (TSCP); Item 154, United States Transportation Command (USTRANSCOM); Item 401, Liability- Table of Contents, Chapter 10, Special Solicitation, Table 2; Item 149, Theatre Shipping and Consolidation Point (TSCP); Item 154, United States Transportation Command (USTRANSCOM); Item 401, Liability		
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IT- 2008	Editorial changes & Clarification: Introduction phone number change for Rates; Item 203 Governing Regulations, deleted use of Rand McNally Mileage Guide verbiage; Item 216 Storage-In-Transit (SIT) – HHG, e-Note verbiage change for clarification; Item 334 Customer Satisfaction Survey verbiage change; Item 508 Crates/Special Containers, Billing Notes e, added verbiage for clarification; Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments-HHG, b 2 and c added verbiage for clarification; Item 528 Use of Alternate Ports for Codes 5 and T Shipments, a.- reference update; Item 534 Tender of Deliver of Containerized Shipments-HHG, b , c & c.3, verbiage added for clarification; Item 535 Tender of Delivery- UB b & c verbiage added for clarification;Chapter 7 OTO e-mail address change; Chapter 10 Special Solicitation-Canada rate information & Line Haul Rate Table removed from the chapter.	April 6, 2009	7,15, 20, 39.82, 83, 91,105, 108,128, 136
IT – 2009	Editorial changes & Clarification: Item 500 Additional Services, State Nevada, deletion of two counties (Douglas & Elko) in KKFA; Item 513 Fuel Surcharge (CONUS, Including Alaska and Hawaii) verbiage added for clarification; Item 702 changed from RDD Status Reports to Quality Assurance Reports and verbiage added; Item 703 Mistake in Rate Filing deleted.	May 11, 2009	69, 86-87, 130
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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 the International Rate Filing Instructions.

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 4500.9R, 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. SDDC has delegated the negotiation of certain intra theater rates to SDDC-Europe.

TSP Correspondence

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

Sources of Assistance

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

AREA	OFFICE	DSN	COMMERCIAL
SDDC-Pacific	SDDC-PP-PO-P	456-3741	808-656-3741
SDDC-Europe	SDDC-PP-PO-E	430-8248	011-49-711-680-8248
SDDC	SDDC-PP-PO (Rates)	770-5778	618-220-5778
SDDC	SDDC-PP-PO (Operations)	770-5484	618 220-5484

Recommendations

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

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 member's residence, and service cannot be performed through no fault of the TSP. The TSP is authorized compensation on direct delivery shipments for labor services and/or vehicle use per Item 511. Compensation on shipments from storage-in-transit (SIT) will be as outlined in Item 510.

ITEM 102 Attempted Pickup:

When a TSP is ordered by the PPSO to perform pickup services at a member'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 511.

ITEM 103 Auxiliary Services:

The use of labor and/or nonstandard linehaul 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.

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, intertheater, and intratheater movements. The Channel Control Listing will be provided by DPS.

ITEM 106 Codes of Service:

Code 3 - International Door-to-Door Container: TSP provides origin services, linehaul service from origin residence to a commercial ocean terminal, ocean transportation using the Surface Deployment and Distribution Command Universal Service Contract rates for over the ocean portion of the shipment, line haul to destination residence, and destination services.

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.

Code 5 - International Door-to-Door Container Government Ocean Transportation: Movement of HHG in SSDC-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 delivery 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 I - **International Motor Van/Container:** Movement of household goods whereby the TSP provides packing, pickup, loading in a motor van or packs in containers and loads onto flatbed trucks, and provides transportation from origin residence to destination residence. (For example; shipments to and from Canada, Mexico, and Alaska). Accessorials are billed under rates contained in this Tender.

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 boxes 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 enroute. A change in the destination of a shipment not in SIT to a new destination more than 30 miles from the original destination point. Shipments requiring further over ocean transportation shall be terminated and reshipped.

ITEM 110 Filing Dates:

Designated dates announced by 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 owner or owner'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 Federal Travel Regulations (JFTR).

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 Intertheater 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 intertheater.

ITEM 118 Intratheater 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. 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 owner's or Government expense.

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

Rates solicited by SDDC from individual TSPs for the one time movement of personal property. One-time-only rates are solicited for HHG, UB, boats, and volume moves.

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.

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:

After DP3 is implemented the rate cycles will begin May 15 and end May 14 each year.

ITEM 140 Regular Working Hours:

Regular working hours include Monday through Friday, between the hours of 8 a.m. and 5 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 member or member'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 Selected Rate Listing:

A listing of rates, derived from TSP's rate submission, which may be erroneous will be provided to TSP via 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 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 SDDC by designated dates provided in each cycle Tender letter.

ITEM 149 Theatre Shipping and Consolidation Point:

The Theatre 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 member'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 member's application for shipment.

ITEM 154 United States Transportation Command (USTRANSOM):

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:

You can view SDDC's website at www.sddc.army.mil on the Personal Property Homepage for review and downloading.

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 accordance with the procedures outlined in the International Rate Filing Instructions located at www.sddc.army.mil.

Item 200 Application of Tender

a. This Tender 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 (intertheater/intratheater) commands.

b. Provisions of this tender, including any applicable accessorial rates and charges, apply with the transportation SFR filed with SDDC for the account of the Government. The TSP's effective rate on file on the pick up date is applicable.

c. Unless otherwise stated, all rates and charges are expressed in U.S. dollars and cents per hundredweight.

Item 201 Minimum Weight

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 49m, part 375.7 – Determination of Weights

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, 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 shipment. 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 weight of the empty 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 shipper 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 and after the shipper is informed of the billing weight and total charges, the shipper 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 eleven (11) 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 40 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 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

The rate areas listed below are considered components of the named commands. Rates filed with SDDC to apply between rate areas within the same overseas theater are intratheater rates. Rates filed with SDDC to apply from a rate area in one theater to a rate area in another theater are intertheater rates.

Rate areas under the jurisdiction of the SDDC Personal Property Office-Europe are:

Algeria	Egypt	Luxembourg	Scotland
Azores	Ethiopia	Malta	Spain
Bahrain	France	Morocco	Sweden
Belgium	Germany	Netherlands	Switzerland
Crete	Ireland	Norway	Turkey
Cyprus	Israel	Portugal	United Kingdom
Denmark	Italy	Saudi Arabia	

Rate areas under the jurisdiction of the SDDC are:

Alaska

Barbados

Canada

Iceland

Mexico

Puerto Rico

Rate areas under the jurisdiction of the SDDC Personal Property Office-Pacific are:

American Somoa	Guam	Laos	Samoa
Australia	Hawaii	Malaysia	Singapore
Bangladesh	Hong Kong	Mongolia	Sri Lanka
Burma	India	Nepal	Taiwan
Cambodia	Indonesia	New Zealand	Thailand
Chida	Japan	Okinawa	Vietnam
Fiji	Korea	Philippines	

Rate areas under the jurisdiction of the Southern Command are:

Argentina	Columbia	Honduras	Uruguay
Belize	Costa Rica	Nicaragua	Venezuela
Bolivia	Ecuador	Panama	
Brazil	El Salvador	Paraguay	
Chile	Guatemala	Peru	

Rate areas under the jurisdiction of the U. S. Forces Caribbean Command are:

Dominican Republic

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 3)

HHG (Code 4)

HHG (Code 5)

HHG (Code 6)

HHG (Code I)

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 purpose only, U.S. national holidays are:

New Year's Day, January 1

Martin Luther King's Birthday,

The third Monday of January

Presidents Day

The third Monday in February

Memorial Day

The last Monday in May

Independence Day, July 4

Labor Day

The first Monday in September

Columbus Day

The second Monday in October

Veterans Day, November 11

Thanksgiving Day

The fourth Thursday in November

Christmas Day, December 25.

c. Inauguration Day, which occurs on January 20 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 schranks, 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 linehaul 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 linehaul 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 linehaul 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.

Item 212 Impractical Pickup or Delivery and Auxiliary Services

a. It is the responsibility of the shipper to make shipment accessible to the TSP or accept delivery from the TSP at a point the road vehicle 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 road 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 will 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 road equipment can be made safely accessible.

c. Upon request of the PPSO, the TSP will use or engage smaller equipment than its normal road haul 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 road equipment. 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.

d. If the owner does not accept the shipment at nearest point of safe approach by TSP's road equipment to the destination address, the TSP may place the shipment, or any part thereof not reasonable 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.

e. Transportation charges to cover the movement of shipment, or part thereof, from point where it was originally tendered to warehouse location will be computed on basis of weight of shipment or that part of shipment stored in warehouse. Any subsequent movement from warehouse will constitute a new shipment.

Item 213 Removal or Placement of Property from or to Inaccessible Locations

The owner 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

Except as otherwise provided herein, if a shipment is delivered to or picked up at a commercial warehouse, the rates for transportation include only the unloading or loading at the door, platform, or other point convenient or accessible to the vehicle. Exception: See Items 223.b.(5) and 531. However, if a TSP is requested by the PPSO to enter the facility to perform origin or destination services, labor charges apply.

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.

Note: For shipments with a direct delivery address at destination (as indicated on the Bill of Lading) the TSP is not authorized to place a shipment into SIT prior to a percentage (See Table-2A-1) of the Government Transit Time (some exceptions may apply – e.g., member becomes unavailable or unable to accept delivery). 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 BL unless otherwise authorized by the servicing PPSO.

Table 2A-1: SIT authorization for direct delivery with address at destination.

	International Transit Time
Percentage (%)	70

For example, a shipment with a transit time of 60 days, the earliest date for which SIT could be authorized is 60*.70 = 42 days. Note: When percentage creates a decimal, decimals of .49 and under are rounded down and decimals of .50 and over are rounded up). This means that SIT could be authorized beginning on the 42 day.

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. All lots of loose HHG, storage lots, and non-containerized HHG and UB shipments shall be properly identified.

c. 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.

d. When SIT is at destination, charges may be billed after SIT is effected 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.

e. 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 SIT facility and (b) the SFR from the SIT facility at origin pickup point 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 SIT facility at origin, (b) the SFR from SIT facility at origin pickup point to the destination shown in block 18 of the Government bill of lading, and (c) Item 520/530 delivery Transportation Rate from nearest available DOD approved agent SIT facility at destination shown in block 18 to final destination point.

3) At DESTINATION ONLY will be (a) the SFR from residence to the destination shown in block 18 of the Government bill of lading, and (b) Items 520/530 delivery transportation rate from nearest available DOD approved TSP's agent SIT facility at destination shown in block 18 to final destination point.

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

NOTE: 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 BL unless otherwise authorized by the servicing PPSO.

f. 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.

g. 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 initial pickup will be assessed separately on each portion of shipment stored in transit, except the 500-pound minimum weight 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.

h. During SIT, shipper 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. 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 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.

i. During the SIT period, shipper may add property to those already in SIT. Charges for such property added will be as follows:

1) Transportation charges to apply on the additional between initial point of pickup and warehouse, will be as provided in paragraph (e) of this item.

2) Warehouse handling charge as provided in Chapter 5 will apply on the addition, subject to a 500-pound minimum.

3) First day storage charges will apply on the weight of the added property subject to a 500-pound minimum.

4) All subsequent charges, including SIT, will be based on the total weight of combined property.

j. 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 owner designates another address where delivery can be made, TSP will place the property in SIT.

k. 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 initial 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 initial pickup of each subsequent segment placed in SIT will apply to these subsequent segments.

l. 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 initial pick up of the SIT portion will apply to the entire weight of that portion.

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

Item 217 Storage-in-Transit - 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 3 working days prior to such date. In such case, delivery will be effected no later than 3 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 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.

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 and/or in 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.

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 member to the PPSO, who will, in turn, order the service.

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

e. The member 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 member has the option to pick up, the property.

TSP is responsible for obtaining weight of portion withdrawn. See Item 505, for applicable charges

Item 220 RESERVED FOR FUTURE USE

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. A Justification Certificate for vessel or a Self Certification Statement for air (see below) is required for the use of a foreign flag vessel/aircraft. 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 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 Tender governing the rate:

   450 cubic feet at 9 cents per cubic foot = $40.50

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

c. When it is determined use of a vessel or aircraft of United States registry will not provide the required service, the International TSP will request permission to use foreign flag vessel/aircraft 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.

   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 Command Acquisition, Scott AFB, IL 62225-5301, Commercial telephone **(618) 229-2474,** facsimile commercial **(618) 256-2804 or 8316**. 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) Request permission from the appropriate SDDC Operations Center designated Contracting Officer's Representative (COR) responsible for the surface port of embarkation (SPOE) to use a vessel of foreign registry when I determine the use of a vessel of U.S. registry will not provide the required service. The requirement for use of U.S.-flag vessels applies to shipments to, from, and between overseas ports. 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, the certificate for use of a foreign flag vessel from that port will not be signed. 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. SDDC Operations Center-designated CORs 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, a justification certification with a valid SDDC Operations Center control number is required, and approval will be obtained prior to booking of shipment with the ocean TSP.

c) The request for authorization to use a foreign flag TSP will be accomplished and submitted to the appropriate SDDC Operations Center-designated COR by e-mail or facsimile within but not more than 10 calendar days following the date of pickup but, in any case, not less than 2 working days prior to booking cargo with a vessel operating common TSP (VOCC). TSPs will submit the required certificate (Justification Certificate for Use of a Foreign Flag Vessel) to the SDDC Operations Center-designated COR with responsibility over the anticipated SPOE (listed below). If certificate is submitted in an untimely fashion, SDDC Operations Center-designated CORs will normally not sign the certificate and the original unsigned certificate will be returned to the TSP. Consideration of an untimely filed certificate will be at the discretion of the SDDC Operations Center-SDDC reviewing official. No late filing will be considered unless TSP fully documents all extenuating circumstances preventing timely filing of the certificate and such circumstances are deemed substantive cause for late filing by SDDC Operations Center-SDDC reviewing official. Any subsequent reconsideration of such certificate will be by SDDC. In all instances, SDDC Operations Center-designated CORs will respond within 2 full working days of receipt of TSP certificate. Limited attempts may be made by SDDC Operations Center-designated CORs within that time frame to resolve minor factual omissions or clarify supporting information. Response to TSP will be by the most expeditious means available, preferably electronic transmission (facsimile, e-mail, etc.).

OCCA ADDRESS/COMMUNICATIONS

SDDC Operations Center -Designated CORs

Official Mail Address	Telephone, FAX, DSN
SDDC Operations Center Ocean Cargo Division Bldg. 827 Monroe Ave Ft. Eustis, Virginia 23604-5000	TEL:(757) 878-7415/1819 FAX: (757) 878-1810 DSN: 826-XXXX
SDDC Europe Rotterdam	TEL: 31-10-459-2329
Military Postal Service CDR 598th Transportation Group Attn: Chief OCCA Europe/S3 PSC 72 Box 168 APO AE 09709	TEL: 31-10-459-2523 FAX: 31-10-459-2426 DSN: (314) 362-2523
SDDC Europe Rotterdam International Postal Service Commander, 598th Transportation Group Lylantseplein 1 2908 LH Capelle a/d Ijssel Nederlands ATTN: MTEEU-OCCA	
599th Transportation Group Ocean Cargo Clearance Authority Bldg 126 Schofield Barracks, Hawaii 96854 FPO AP 96347-2900	TEL: (808) 656-0157/6920 FAX: (808) 656-7020

3) Payment. Certificates not having an AMC/DSC control number will cause TSPs billing to be rejected. Payment requires a properly completed justification certificate.

JUSTIFICATION CERTIFICATE FOR USE OF A FOREIGN FLAG OCEAN VESSEL

SDDC Operations Center CONTROL #: _____ SUBMISSION DATE: _____

SDDC Operations Center 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: The explanation must include documented description of efforts made to secure U.S. flag TSP including points of contact (with names and telephone numbers) with a least two U.S. flag TSPs contacted. Copies of telephone notes, telegraphic, and facsimile message or letters will be sufficient for this purpose if adequate details are included therein to support conclusions that U.S.-flag TSPs were not available.

_____

(Signature of TSP Official)

_____ _____

(Title) (Date)

Verification:

I certify that no U.S.-flag vessel was available to meet the requirements of the above shipment.

_____

(Signature of SDDC Operations Center Official)

_____ _____

(Title) (Date)

Attached:

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

(If no, provide explanation.)

The PPGBL rate on file with SDDC will be protected to the extent provided by paragraph 33e of the Tender.

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.)

_____ _____

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

a. Transportation SFR INCLUDES THE FOLLOWING SERVICES:

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

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

b. Transportation SFR WILL NOT INCLUDE:

1) Storage, waiting time and/or handling charges (includes excess linehaul 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 linehaul costs, associated with movement in bond, are those expenses over the TSP's normal linehaul 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) Any Government or public authority ordered charges for inspection (VACIS), dis-infestation, decontamination, fumigation, demurrage or other charges occasioned by such orders not the fault of the Transportation Service Provider. TSP's are responsible for picking up shipments in a timely manner to prevent demurrage.

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 then 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 the outside entrance door of the actual storage area, 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.

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

Item 224 Application of Transportation SFR - UB

The transportation SFR, per gross hundredweight, filed with SDDC, including shipments between or within overseas (intertheater/intratheater) 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 linehaul, 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) Arranging customs clearance and other related services that pertain to and influence the movement of personal property, in compliance with all DOD, foreign, and domestic regulations. All export and import service charges. Movement of shipments in bond, to the U.S. Customs House. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

6) Placement and/or unpacking of UB external shipping container/crate into member'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.

b. Transportation SFR WILL NOT INCLUDE:

1) Storage, waiting time, and/or handling charges (includes excess linehaul 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 linehaul costs, associated with movement in bond, are those expenses over the TSP's normal linehaul 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) Any Government or public authority ordered charges for disinfestation, decontamination, fumigation, demurrage or other charges occasioned by such orders not the fault of the TSP.

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 circumstance 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 service member or service member'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 1 workday for military air terminals and not later than 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/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 SDDC, is not releasable under the Freedom of Information Act.

Item 231 Surcharge

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 (231**) – 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. This surcharge is justified by higher fuel costs. This surcharge is applicable to codes of service I, 3, 4, and 7.

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, as provided for on the SDDC website, www.sddc.army.mil, Personal Property/POV, International, War Risk Areas. This surcharge is applicable to codes of service I, 3, 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 I, 3, 4, 5, 6, 7, 8, T, and J.

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 I, 5, T, J, 3, 4, and 7.

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

TSP's must have satisfactorily completed the following administrative requirements to participate in the rate filing cycle:

a. International Approval: TSPs must receive approval to participate in the International program through our TSP carrier qualification program. To see additional information on obtaining or expanding

   TSP approvals see the How to Do Business in the Department of Defense (DOD) Personal Property Program located on SDDC's website at www.sddc.army.mil.

b. TSP Approvals: TSPs must be properly qualified by DOD representative as provided in the DOD 4500.9R, Defense Transportation Regulation (DTR), Part IV.

c. A TSP not filing rates for three (3) consecutive rate cycles may have its approval withdrawn, thereby precluding participation in future rate cycles. To obtain approval, the TSP whose approval is withdrawn must reapply in accordance with approval requirements and instructions under the TSP Qualification Program.

Item 301 No SDDC Accepted Rate

Rate Not Filed: When a TSP accepts a shipment over a traffic channel where the TSP does not have a rate on file, the TSP will move the shipment at the lowest prevailing rate for the traffic channel. TSP will file an OTO tender to cover shipments moved under these conditions.

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 who 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. SDDC may initiate setoff 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	Puerto Rico
Azores, The	Japan-Central	Sardinia
Bahrain	Japan North	Sicily
Belgium	Japan South	Spain
Crete	Korea	Turkey
Germany	Netherlands, The	United Kingdom
Guam	Okinawa	(England and Wales)
Hawaii	Portugal	

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

Based on evaluations of traffic flow and port agent reports, 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, 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 Suspensions

When a TSP violates any provision of its agreement and/or the DP3 Business rules, or commits unethical or unlawful acts, the PPSO may issue a LOW, LOS, or recommend the TSP's disqualification to SDDC. CSS comments may be used as supporting evidence in the issuance of a LOW/LOS as discussed in para. D.3.a. in DTR Part IV. U.Q. The PPSO must take into consideration the severity of the violation; impact on the DOD customer; the quality of the TSP's past performance and the actions the TSP may have taken to correct the deficiencies. Quality assurance actions in DP3 are discussed in detail. See DTR Part IV. U.Q.c.1.

Item 308 Disqualifications

SDDC disqualification may be imposed in accordance with the DOD 4500.9R, DTR, and/or SDDC Regulation 15-1.

Item 309 Intra-European Theater Rates

a. Both SDDC and the SDDC – Europe (SDDC-PP-PO-E) solicit rates for movement of containerized HHG

b. When shipments move under the SDDC-PP-PO-E Tender, the low rate setter will receive 100 percent of the containerized shipments. The cycle of this Tender begins 1 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 Intertheater Codes T/4 and T/5 Rates

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

Item 311 Intertheater Code 5 Shipments

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

Item 312 Intertheater Codes 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 a 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

a. 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.

b. Code 3 ocean routings will be routed via designated West Coast ports.

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 linehaul equipment for movement to the ocean or aerial port.

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

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

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

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 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. 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 SDDC and the shipment may be terminated by the Government. Any additional Government expenses may be setoff against the TSP's PPGBL.

b. In accordance with Section 406 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 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 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, 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 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 rising 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 Intratheater 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 intratheater tenders on SDDC's Website at www.SDDC.army.mil . (Exception - Pacific, there are no intratheater pacific rates at this time).

Item 324 Toll Free Number (For Service Member Use Only)

TSP agrees to provide a toll free number for customer inquires 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 then 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 member 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) Nontraceable or nonavailable 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 SDDC, ATTN: SDDC-PP-PO, 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 SDDC, ATTN: SDDC-PP-PO if PPSOs fail to provide PPGBL in a timely manner.

Item 328 Worldwide Nonuse Actions

a. When a TSP is placed in worldwide nonuse, SDDC-PP-PO will, at the discretion of the Commander, SDDC will issue a special solicitation for rates in accordance with Chapter 8. PPSOs and area commands will inspect local and port agent facilities, located in their area of responsibility, for shipments of subject TSP still on hand and will be responsible for the termination of these shipments and arranging alternate transportation to final destination.

b. Detailed procedures for processing frustrated shipments are contained in DOD 4500.9-R, DTR.

Item 329 Payment of Debt

Should 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, SDDC may place this TSP in nonuse or disqualification status until such time as the arrangement entered into by the TSP has been complied with.

Item 330 Intratheater Pacific Rates

Code T HHG originating at Australian APOEs for Pacific intratheater 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. 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. SDDC, ATTN: SDDC-PP-PO, 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 linehauled to port contractor's facility in Kent, Washington, (approximately 26 miles from Seattle), or to Tacoma, Washington, (approximately 31 miles from Seattle). This linehaul should be included in the SFR.

Item 333 Packing Privately Owned Firearms (POFs)

a. All privately-owned firearms (POFs) will be placed in a number 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 member's residence.

b. TSPs must comply with the following provisions of Public Law 103-159, Brady Handgun Violence Protection Act and the 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 intransit points as shipments move between TSPs and agents.

The above provisions only apply when shipments are moving within the United States.

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 member’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

a. Liability Limits for Loss or Damage

The TSP is liable to the owner, or to the military service that contracted for the shipment, for loss or damage that occurs to the owner's personal property while it is in the custody of the TSP, or of any agent, employee, or subcontractor of the TSP. Liability on all shipments, whether domestic or international, will be determined in accordance with the Carmack Amendment to the Interstate Commerce Act, (Title 49, United States Code, Section 14706), except as otherwise provided in this Tender.

b. If a claim is filed directly with the TSP within nine months of delivery, then the TSP's maximum liability on each household goods (HHG) and unaccompanied baggage (UB) shipment will be:

1) $5,000 per shipment, or

2) $4.00 times either the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds, not to exceed $50,000, whichever is greater.

c. On all other loss and damage claims asserted against the TSP, the TSP's maximum liability will be limited to $1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds.

d. Payments by the TSP to an owner for inconvenience claims will not be deducted from the TSP's maximum liability for loss or damage, but are a separate liability.

e. For the purposes of meeting the nine month filing deadline to qualify for FRV on shipments for which more than one TSP had custody of the goods in transit (e..g Code 3), filing a claim with the delivery TSP will satisfy the requirement for all TSPs and warehouses in the chain of custody.

f. Full Replacement Value (FRV) Liability

1) When the owner files a claim with the TSP as indicated in Item 413, within nine (9) months of delivery, the TSP is liable for the Full Replacement Value (FRV) of any lost or destroyed items.

2) If an owner submits a claim to a Military Claims Office (MCO) within nine (9) months of delivery but wants it to be forwarded to the carrier for settlement, the claim will be forwarded within 9 months of delivery and within 30 days of receipt by the MCO. If the TSP receives such a claim that has been forwarded by a MCO within nine months of delivery, the TSP will be liable for the full replacement value. If the TSP receives such a claim from a MCO more than nine months after delivery, but it is postmarked or electronically transmitted within nine months of the delivery date, then the TSP will treat the claim as if it had been filed directly with the TSP within nine months and the TSP will be liable for full replacement value protection. On these claims, the TSP's liability is as follows:

a) For items that are damaged but not destroyed, the TSP will, at its option, either repair the items to the extent necessary to restore them to their condition when received by the TSP, or pay the claimant for the cost of such repairs.

b) For most items that are destroyed (i.e., the repair cost exceeds replacement cost) or lost, the TSP will, at its option, either replace the lost or destroyed item with a new item, or pay the undepreciated replacement cost of a new item. New items should, to the greatest extent possible, be from the same manufacturer and should be the same make and model as the item that was lost or destroyed. If the TSP cannot find a new item that is the same as the item that was lost or destroyed, it may replace the item with one of comparable qualities and features. However, for lost or destroyed items that are parts of sets, such as a silver service, crystal glasses, or china, the TSP may replace the lost item with a like item that matches the rest of the set. Likewise, some items, such as collectable figures (e.g., Hummel and Lladro), collectable plates, collectable dolls, baseball cards, antiques, comic books, coin and stamp

collections, and objects of art, cannot be properly replaced with new items because their value is based, in part, on the fact that they are no longer made and are no longer available for purchase as new items. For this type of item, the TSP may replace the lost or destroyed item with the same or comparable item or pay the replacement cost of the item.

c) When FRV applies to a shipment that includes one or more motor vehicles (automobiles, vans, pickup trucks, motorcycles or sport utility vehicles), the TSP's maximum liability for the vehicles shall be the value stated in the current issue of the N.A.D.A.'s Official Used Car Guide (the "Guide") for such vehicle(s), adjusted for mileage and other factors considered in the guide. However, if either the owner or the TSP has obtained an appraisal of the vehicle from a qualified appraiser, settlement will be based on the appraised value rather than the book value.

d) For boats, personal watercraft, ultra light aircraft, pianos, organs, firearms, objects of art, all-terrain vehicles, and snowmobiles, the TSP may replace the item with a comparable used item or pay the undepreciated replacement cost, because these are large, expensive items that are not part of the typical shipment and have an active, widespread secondary market.

e) The owner may reject a payment or item offered by the TSP to settle a claim. If an owner files a claim with the TSP within nine (9) months of delivery, but fails to settle the claim directly with the TSP, the owner/consignee may transfer his claim to a MCO subject to the limitation of Item 413. In those cases where transfers have occurred, the TSP shall not have the option to repair or replace items in kind, but must pay to the MCO the repair cost or undepreciated replacement cost of a new item, whichever is less. If the TSP can show that they offered the owner a replacement item of comparable or better quality than the item lost, the TSPs liability for that item will be limited to their replacement cost at the time offered (including any tax or drayage) or the amount demanded, whichever is less.

f) Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the TSP is not required to pay shipping charges and/or sales tax in excess of $10 on a claim until it receives proof that the charges and taxes were actually paid.

g. Actual Value (Depreciated) Liability

1) If the owner files a claim directly with the TSP more than nine months after delivery, the TSP is liable for the depreciated value of the items only up to a maximum of $1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment, or a lump sum declared on the bill of lading by the owner or shipper before packing commences, which ever is greater. Liability will be as follows:

a) For items that are damaged but not destroyed, the TSP will, at its option, either repair the items to the extent necessary to restore them to their condition when received by the TSP, or pay the claimant for the cost of such repairs, up to the depreciated value of the items.

b) For items that are destroyed (i.e., the repair cost exceeds depreciated replacement cost) or lost, the TSP will pay the depreciated replacement cost for the item. However, if the claimant is willing to accept a replacement item instead of cash payment, the TSP may settle all or part of a claim by delivering a replacement item(s) of like kind, quality and condition to the claimant.

2) If the owner files a claim directly with a MCO, and does not want to file with the TSP for settlement, the military will adjudicate the claim pursuant to statutory and regulatory guidance. The MCO may then assert a recovery claim against the TSP. The TSP, on this type of a recovery claim, will be liable to the MCO for the depreciated replacement or repair cost, whichever is less. If the owner files a claim directly with a MCO, the TSP will not be liable for more than the depreciated replacement cost, not to exceed $1.25 times the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds, or a higher lump sum that was declared on the bill of lading before packing commenced.

3) In settling claims for the depreciated replacement cost of an item, the MCO and TSP will use the Joint Military-Industry Depreciation Guide, for those items that are listed on the guide. The MCO and TSP will use the current replacement cost of the item as a base to apply the depreciation factor to arrive at the current actual value of the item. If an item cannot be replaced, or no suitable replacement is obtainable, the proper measure of damages for items that depreciate shall be the original cost, adjusted upward to reflect the increase in the consumer price index (CPI) since the date of purchase, and then adjusted downward to reflect the depreciation rate in the Joint Military –Industry Depreciation Guide.

4) Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the TSP is not required to pay shipping charges and/or sales tax in excess of $10 on a claim until it receives proof that the charges and taxes were actually paid.

h. Exclusions from Liability

1) The TSP shall be liable for physical loss or damage to any article that occurs while being carried or held in Storage-in-Transit (SIT) EXCEPT loss or damage caused by or resulting from the following:

a) From an act or omission of the owner.

b) From defect or inherent vice of the article.

c) From hostile or warlike action in time of peace or war including action in hindering, combating or defending against an actual, impending or expected attack; from any weapon of war employing atomic fission or radioactive force whether in peace or war; or from insurrection, rebellion, revolution, civil war, usurped power or action taken by governmental authority in hindering, combating or defending against such occurrence.

d) From seizure or destruction under quarantine or customs regulations; confiscation by order of any government or public authority; or risks of contraband or illegal transportation or trade.

e) From delay caused by strikes, lockouts, labor disturbances, riots, civil commotions, or the acts of any person or persons taking part in any such occurrence or disorder.

f) From Acts of God (also known as acts of Nature).

g) From pre-existing infestations by mollusks, arachnids, crustaceans, parasites or other types of pests; and for fumigation or decontamination when not the fault of the TSP.

h) From loss or damage that occurs prior to release to the TSP while the goods are in the possession of a non-temporary storage (NTS) contractor, or of a SIT contractor under an unrelated shipment of the goods. When a shipment is released from NTS or SIT under another TSP's control, the new TSP shall not be liable for an item claimed as missing which should have been listed as a separate item on the inventory, but which was not listed on the inventory that was prepared by the original contractor or TSP. However, the TSP will be liable for items packed in cartons, if the carton is listed on the inventory, unless the TSP can produce evidence to shift liability back to a prior handler and the item claimed bears a reasonable relationship to the contents of the carton listed on the inventory. If it does not bear a reasonable relationship, the TSP is not liable, but the NTS contractor may be liable.

i) The TSP shall not be liable for intangible property, securities, nor for the sentimental value of an item.

j) The TSP shall not be liable for pre-existing damage.

2) The exclusions listed above will not apply if the TSP's own negligence significantly contributed to the loss. However, if the TSP, after giving electronic notice to the appropriate government transportation office, or electronic or written notice to the owner, of a potential risk of loss or damage to the shipment from the above causes, is instructed by the government or the owner to proceed with such transportation and/or delivery, notwithstanding such risk, the TSP shall not be liable for the loss attributed to the risk.

i. Duty to Mitigate Loss

1) If a loss or damage occurs to a shipment from one of the excluded causes listed in this Item, the TSP may still be liable for additional damage that results from its failure to take reasonable steps to mitigate the extent of the loss. For example, if a shipment is damaged by water from a flood or hurricane, the TSP, as soon as practical, should attempt to clean and dry the items, rather than allow further damage (e.g., rust, warping, or mildew), to develop from prolonged exposure to dampness. In some cases, the responsible transportation office may direct the TSP to undertake specific mitigation work, or may authorize payment for mitigation work, subject to later determination of whether the government or the TSP will be liable for the cost. The cost of any such mitigation efforts that are not paid for by the government will be deducted from the TSP's maximum liability for loss or damage stated in this above.

j. Termination of Liability for Goods in Storage-in-Transit (SIT)

1) The TSP's liability under the bill of lading for a shipment in SIT shall terminate when SIT terminates, in accordance with Item 427.

k. High Value Items and High Risk Inventories

1) High value items are limited to, currency, coins, jewelry, silverware and silver service sets, crystal, figurines, furs, objects of art, computer software programs, manuscripts, comic books, baseball cards, stamps, and other collectable items or rare documents that have a value in excess of $100 per pound. For purposes of determining the TSP's liability, all such items shall be deemed to weigh at least one pound. A collection of compact disks (CDs) and digital video disks (DVDs) will not be considered high value items. However, individual CDs or DVDs with a value in excess of $50 will be considered a high value item.

2) The contractor's liability for high value items shall be limited to $100 per pound of the article, if the owner fails to inform the TSP that such items are included in the shipment after the contractor asks the owner, in writing, to list any such items in the above categories that will be included in the shipment. In order to account for such items, and in order to facilitate special handling of such items, the TSP may use a separate high-risk inventory. Items such as CD's, video tapes and DVDs, that do not qualify as high value items for purposes of this provision limiting liability may be included on a high risk inventory.

3) A high risk/high value inventory form, even if it is signed by the owner upon delivery and fails to note any shortage at delivery, will normally be treated like any other inventory for purposes of determining whether there was any loss or damage in transit. The Loss and Damage AT Delivery/Loss and Damage AFTER Delivery documents, that gives the TSP notice of later discovered loss or damage would overcome the presumption of correct delivery, even of high value items listed on a special inventory, unless the following conditions are met:

a) If the high risk/high value inventory form has a block to denote delivery, the owner must initial each block for each item. A check mark, or an "x", is not sufficient.

b) The high risk/high value inventory form must contain a warning, in bold type larger than any other type on the form, that if the owner notes on this inventory that an item was delivered, he or she may never claim that the item was missing with either the TSP or with a MCO.

c) The delivery agent must attest in writing that, just prior to departure from the residence, the agent and the owner opened all containers in which the high risk/high value items were packed; that they removed the items from the containers; that they physically inspected each item; and that the agent advised the owner of the consequences of signing the high risk/high value inventory form.

l. Shared Liability on International Shipments Transported on Military Aircraft or Vessels

a) On some international shipments, the government requires the TSP to use Air Mobility Command aircraft or a vessel operating under a Voluntary Intermodal Shipping Agreement to transport the shipment for part of the journey (i.e. code 5, code T, or code J shipment).

b) TSPs are relieved of liability for loss or damage on these shipments when the TSP can reasonably establish that the loss or damage occurred while the shipment was in the custody and control of the Government. If a TSP receives a claim directly from the owner, and all of

the loss occurred while the goods were in the custody of the government, the TSP will deny liability and advise the owner to file a claim with the appropriate MCO. If only part of the loss or damage occurred while the shipment was in the custody of the government, the TSP will settle those portions of the claim for which it is liable and refer the owner to the MCO for the payment on the rest of the claim.

c) Where it is evident that the loss or damage occurred while the property was in the possession of the TSP, the TSP will be responsible to the full extent of its normal liability.

d) If the time and place of the loss or damage to this type of shipment cannot be clearly established, and if the owner submits a claim directly with the TSP, the TSP will pay the owner the full amount of the loss, not to exceed twice the TSP's maximum liability on the shipment. The TSP will then forward a request for payment of 50% of the settlement to the MCO designated by each military service, supported by a copy of the completed claim. The MCO will pay 50% of the settlement, but not more than 100% of the depreciated replacement cost, to the TSP within 30 days of receipt of the request, provided the claimant/owner was a proper claimant under the Military Personnel and Civilian Employees Claims Act, and the claim was timely filed.

e) If the time and place of the loss or damage to this type of shipment cannot be clearly established, and the owner files a timely claim directly with a MCO, the military will pay the owner. The MCO will then assert a recovery claim against the TSP for only 50% of the loss, not to exceed the TSP's maximum liability. The government will accept this compromise settlement of its recovery claim, if the TSP accepts and agrees to pay that amount within 60 days of receipt of the demand. In the event the TSP does not accept the MCO's adjudication of a claim in this category or does not accept and agree to pay within 60 days, then normal negotiating procedures will apply and the 50% compromise agreement will not be acceptable.

m. Item Liable to Cause Damage

1) The following will not be accepted for shipment by the Transportation Service Provider:

a) Property whose inherent nature is liable to impregnate, contaminate, or otherwise cause damage to other property or equipment.

b) Items which cannot be taken from or delivered to the premises without damage to the items or the premises.

n. Liability on Code 3 Shipments

1) Transportation Service Provider liability for Code 3 shipments is $4.00 times the net shipment weight up to a maximum of $50,000, The minimum liability of for each shipment is $5,000. The terms, conditions, and rules contained in Item 410 apply. Ocean Transportation Service Provider liability is outlined in the SDDC Operations Center USC Contract at W81GYE-06-D-XXXX, page 53, Maritime Clause. International Transportation Service Providers need to consider any differences in their liability of $4.00times the net shipment weight and the ocean Transportation Service Provider liability. Claims costs should be included in Code 3 rate submissions.

2) If goods have been in the custody of one or more TSPs or a warehouse that are not agents of the delivering TSP (e.g. Code 3 shipments,), then the nine month limit for obtaining FRV and the two year limit for filing the claim are met for all TSPs and warehouses in the chain of custody, if the claim is filed with the delivering TSP within the nine month or two year time limit. If the delivering TSP believes that some of the loss or damage occurred while the goods where in the custody of a prior TSP or warehouse, then the delivering TSP must forward the claim to the prior TSP with the documents or other evidence that establish the prior TS's or warehouse's liability. The delivering TSP must also advise the claimant of the date the claim was forwarded, the items for which the delivery TSP is denying liability, and the address of the prior TSP or warehouse to which the claim was forwarded. Filing with the delivery TSP will also satisfy any requirement for all TSPs and warehouses in the chain of custody that a claim must be filed directly with a TSP to entitle the claimant to settlement on the basis of FRV.

3) Except as otherwise provided in the Tender of Service, Appendix B, DTR Part IV, and this solicitation, the TSP's legal liability for loss or damage to goods will be the same as set forth in

the Carmack Amendment to the Interstate Commerce Act(Ttiel 49, US Code, Section 17706).

o. Time Limitations on Liability for Loss and Damage Claims

1) The TSP will not be liable for loss or damage unless the owner files a timely claim directly with the TSP or with a MCO under the Military Personnel and Civilian Employees Claims Act (MPCECA) within two years of the delivery of the shipment that included the loss or damaged items. For purposes of timely filing with the TSP or a MCO, timeliness will be determined by the MCO based on the statute, case law, and the service's claims regulations and instructions.

2) When the owner files a claim with the TSP within nine (9) months of delivery, the TSP is liable for the Full Replacement Value (FRV) of any loss or damage items subject to the maximum liability listed in section 2.1.

3) For the purpose of the two-year limit for filing directly with the TSP, if a claim for loss or damage accrues during war or an armed conflict in which an armed force of the United States is involved, or has accrued within two years before war or an armed conflict begins, and there is good cause for delay in filing due to that armed conflict or war, then the claim must be presented within a reasonable time after the cause no longer exists, or after the war or armed conflict ends, whichever is earlier. An armed conflict begins and ends as stated in concurrent resolution of Congress or a decision of the President. Any extension granted by this provision will be at least as long as the duration of the good cause and may be longer, at the discretion of the TSP.

4) If the owner files a claim with a MCO, the TSP will not be liable to the government on a recovery claim if the government does not dispatch a written demand on the TSP within four years of delivery. This four-year period will be extended by any period granted under Time Limitations on TSPs Liability for Loss and Damage Claims. If the government does dispatch a written demand on the TSP within four years of delivery, the government will have the normal six years specified in Title 28, United States Code, Section 2415, to resolve the claim or file suit.

5) If an owner files a claim directly with the TSP and then receives written notice from the TSP that all or part of the claim has been denied, then the owner may transfer the claim to the appropriate MCO, provided such a claim can still be timely filed under the MPCECA. If a recovery claim is not filed by a MCO against the TSP within four years of delivery, including any extended period in Time Limitations on TSPs Liability for Loss and Damage Claims, or Member's suit is not instituted within two years of receipt of the written notice, then the TSP shall not be liable for any part of the claim that was denied in the notice.

6) In summary, the specific timeline and steps for filing a claim are as follows:

a) At delivery: Owner and TSP will review then sign the LOSS AND DAMAGE AT DELIVERY DOCUMENT if there is any Loss or Damage evident at the time of delivery.

b) Within 75 days of Delivery: Owner must submit the LOSS AND DAMAGE AFTER DELIVERY DOCUMENT to the TSP.

c) Within 9 months of delivery: Owner must file complete claim information to the TSP for settlement to be eligible for Full Replacement Value.

d) If a claim is not completely settled after 30 days, claimants may transfer the claim to the appropriate MCO. However, claimants may transfer a claim immediately, and still be eligible for FRV.

e) Within 2 years of delivery: Owner has the right to file their claim up to 2 years from delivery. If the claim is filed after 9 months from delivery but before 2 years from delivery, the owner is only entitled to depreciated value of the items as per these business rules.

Item 401 Claims for Loss and Damage

a. The Transportation Service Provider shall not be liable for loss or damage when the Transportation Service Provider can reasonably establish such loss or damage occurred while the shipment was in the effective custody and control of the Government. Effective custody is defined herein to mean when a shipment is delivered to authorized representatives of the United States Government.

b. The United States Government (MSC, AMC, SDDC or other agency assuming effective custody) will be liable to the Transportation Service Provider for damage to or loss or destruction of containers due to negligence of the Government, reasonable wear and tear excepted.

c. When loss or damage occurs to a shipment transported jointly by a Transportation Service Provider and the Government (Codes 5, T, and J) and such loss or damage cannot be determined by the U.S. Government to be solely the responsibility of the Transportation Service Provider or the Government, the liability will be shared as described in Item 410.

d. Claims Filing

1) Owners whose property is lost or damaged in transit and wish to file against the TSP must file their claims within two years of delivery of the shipment that gave rise to the claim. If the claimant submits the claim to the TSP within nine months of delivery, the TSP will be liable for the full, undepreciated replacement value on all lost or destroyed items, as specified in Item 410. If a claim is not completely settled after 30 days claimants may transfer the claim to the MCO. However, claimants may transfer a claim immediately, and still be eligible for FRV, upon:

a) Notice that the TSP has made a final offer on the claim or denied it in full.

b) Notification by SDDC that the TSP is in bankruptcy.

c) Notification that the TSP has been placed in permanent, world-wide Non-Use status by SDDC.

d) The TSPs failure to comply with the catastrophic loss provisions in Item 413, and as verified by the MCO.

e) The TSPs failure to comply with essential items provisions in Item 413, and as verified by the MCO.

2) For the purpose of filing with the TSP within two (2) years, if a claim for loss or damage accrues during war or an armed conflict in which an armed force of the United States is involved, or has accrued within two years before war or an armed conflict begins, and there is good cause for delay in filing due to that armed conflict or war, then the claim must be presented within a reasonable time frame after the cause no longer exists, or after the war or armed conflict ends, whichever is earlier. An armed conflict begins and ends as stated in concurrent resolution of Congress or a decision of the President. This same exception will apply to the nine (9) month filing period required to trigger the TSP liability for FRV. Any extension granted by this provision will be at least as long as the duration of the good cause and may be longer, at the discretion of the TSP. If the TSP anticipates the denial of an extension, they may contact the appropriate Service Military Claims HQ for an advisory opinion.

3) When an owner transfers a claim to the MCO, the MCO may contact the TSP using the 1-800 number or email address given the claimant, to determine if the TSP has already obtained any estimates. If the TSP has obtained estimates, the TSP will transmit them within 24 hours, or the next business day if notification occurs on a Friday or Saturday or the day before a holiday, by fax or electronic mail to the MCO. If the TSP has not already obtained estimates, the MCO may give the TSP until the next business day to decide if it will inspect and obtain estimates on those items requiring estimates, and make arrangements with the owner and repair firms for the estimates. If the TSP decides to inspect and obtain estimates, it will have until the second business day after it is contacted to obtain them unless the owner agrees to give it more time. If the TSP is unable to obtain estimates within two business days of being contracted and the owner does not agree to give it more time to do so, then the MCO will proceed to adjudicate and settle the claim.

4) The MCO may assert a demand against the TSP for TSPs liability as established under Item 410, Liability. The TSP will not be liable on such a recovery claim for payment on any items on which the TSP has already paid the owner, if the correspondence between the TSP and the owner lists the item as one on which payment is being made and clearly indicates that the prior payment was in full and final satisfaction of either the entire claim, or was in full and final satisfaction of the claim for the particular item.

5) For purposes of qualifying for FRV and for meeting the two-year limit for filing claims directly with the TSP, a claim submitted directly by the owner to the TSP must be submitted within the relevant time period (nine months to be eligible for FRV or two years for depreciated value). The claim must identify the claimant; contain facts sufficient to identify the shipment or shipments involved; must assert a demand for a specific or determinable amount of money; and, must specify the extent of the loss and damage.

e. Exceptions to Filing Claims Directly with the TSP

1) Filing with the delivery TSP will satisfy the requirement for all TSPs and warehouses in the chain of custody that a claim must be filed directly with a TSP to entitle the claimant to settlement on the basis of FRV. Exceptions to the requirement that the owner file directly with the TSP will be granted on a case-by-case basis, in writing, by the MCO. Exceptions to the requirement that the owner file directly with the TSP will be granted on a case-by-case basis, in writing, by the MCO. Some examples of exceptions are:

a) No access to a telephone or fax machine.

b) Claims for deceased owners (Bluebark) involving surviving family customers not familiar with the claims process.

c) Language barriers in the claims filing process.

f. Substantiation of Claims

1) In addition to the minimum requirements needed to meet any timely filing requirements, claims must include additional information in order for the TSP to begin the settlement process. On all claims, this additional information will include any notices of concealed damages or loss that were found after the day of delivery, and not previously provided to TSP under (see Paragraph 1.4 below); sufficient information about the shipment to enable the TSP to locate its copy of the bill of lading, inventory; a description of each item that is lost; and a list of each item that is damaged stating the nature, location and extent of the damage. The description of items lost or damaged must also list the date of purchase of each item, the age of each item, if known, or, for items that were not purchased (e.g., gifts or bequests), the date the owner acquired the item, along with an estimate of the original purchase price or value at time of purchase/acquisition.

2) For claims filed directly with the TSP or within nine months of delivery, the TSP is responsible for obtaining any repair estimates or replacement cost estimates that it may need to settle the claim. The TSP may request the assistance of the closest MCO to obtain the name of reputable repair firms. If the TSP is still unable to obtain a repair or replacement estimate on an item, the TSP may ask the owner to obtain the estimates, provided that the TSP agrees to pay all estimate fees and drayage costs that are incurred, even if the final settlement does not include payment for that item. If the owner is unable or unwilling to get the estimate(s), the TSP must adjudicate the claim without them based on the other evidence in the file. The owner must cooperate with any reasonable request from the TSP in making items available for repair or for repair estimates. If the owner does not cooperate, the TSP should seek assistance from the closest MCO of that owner's military service. If the owner still does not cooperate, the TSP may delay settlement on those items that need estimates until the owner makes the items available or deny payment on those items.

3) For claims that are not filed within nine months of delivery, the owner must provide the TSP with repair and replacement estimates on any item(s) for which the amount claimed exceeds $100. (See Paragraph 1.6, Repair Estimates.), for rules on use of TSP estimates on claims filed with the military.

g. Internal Damage Rule

1) If the claim includes repair of internal damage to appliances or electronic items, and there is no new external damage to the item, the claim must be supported by additional substantiation regardless of the amount claimed. For these items, the claimant must submit both a written statement explaining how they know the item was working when tendered to the TSP, along with an estimate of repair that includes both an explanation of the damage and a statement by the repair technician as to their opinion of the cause of the damage. For claims filed directly with the

TSP, the same information will be required to establish that the loss or damage occurred in transit. However, on those claims that are filed directly with the TSP within 9 months of delivery, the TSP will attempt to obtain the repair estimate, including the repair technician's opinion as to the source of damage, and will have the right to request assistance from the owner under the rules stated above in Paragraph 1.3 b.

h. Notice of Loss and Damage

1) Recording Loss or Damage. When unloading or unpacking articles at destination, the TSP will, in coordination with the owner, check the inventory prepared at origin and inspect each article for loss or damage. The TSP will, along with the owner record loss and damage on a Loss and Damage AT Delivery document. The Loss and Damage AT Delivery document will indicate any differences in count and condition from that shown on the inventory prepared at origin and will be jointly signed by the TSP and the owner. For split shipments or partial deliveries, a Loss and Damage AT Delivery document will be completed whenever property is delivered to owner.

2) The Loss and Damage AT Delivery document will be prepared in five copies by the TSP. The TSP will obtain a receipt by owner signature in the space provided on the form and provide the owner three copies of the Loss and Damage AT Delivery/ Loss and Damage AFTER Delivery document, Notice of Loss or Damage. The TSP will furnish the origin PPSO a completed copy of the form within 75 days after delivery. One copy of the form will be held in the TSP's files for further reference.

3) Upon delivery of the HHG or UB, it is the joint responsibility of the TSP and the owner to record on the Loss and Damage AT Delivery document all loss and transit damage that is found at delivery. Later discovered loss or transit damage shall be listed on the Loss and Damage AFTER Delivery document. The TSP shall accept this form (Loss and Damage AFTER Delivery document), as overcoming the presumption of correctness of the delivery receipt, if it is transmitted or postmarked within 75 calendar days of delivery. Notice shall not be required if a claim is filed with the TSP within 75 days of delivery. Neither the Loss and Damage AT Delivery document nor Loss and Damage AFTER Delivery document are conclusive; both can be rebutted by other evidence.

4) If notice of loss or damage of HHG or UB is postmarked or transmitted to the TSP more than 75 calendar days after delivery, the loss or damage on that notice will be presumed not to have occurred while the goods were in the possession of the TSP unless there is good cause for the delay, as determined by the appropriate MCO. Good cause may include, but is not limited to, officially recognized absence or hospitalization of the owner during all or a portion of the period of 75 calendar days from the date of delivery. In case of recognized official absence, the appropriate Service MCO will provide the TSP with the proof of the officially recognized absence and the additional days granted shall not exceed the period of official absence.

5) The TSP failure to provide the Loss and Damage AT Delivery/Loss and Damage AFTER Delivery documents to the owner and to have proof thereof will eliminate any requirement for notification to the TSP. Notice using the Loss and Damage AT Delivery/Loss and Damage AFTER Delivery documents is not required by the TSP in the case of major incidents requiring the TSP to notify the Military Surface Deployment and Distribution Command and appropriate PPSO of the incident. Such incidents include fire, pilferage, vandalism, and similar incidents that produce significant loss, damage, or delay.

6) The inventory prepared at origin and delivery receipt is valid evidence that either the MCO or the TSP shall consider along with timely notification in determining whether or not a claimant has sustained loss and/or damage in the shipment. The service member will use the Loss and Damage AT Delivery document (List of Property and Claims Analysis Chart) when submitting a claim to the TSP or MCO. Loss and Damage AT Delivery document is obtainable from:

a) http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm, or

b) An MCO.

i. Inspection by the TSP

1) The TSP may inspect the damaged items at any time prior to settlement of the claim, but may not deny a claim solely on the basis that it was unable to inspect any item. If the owner has repaired an item before the TSP inspection, the owner must provide the repair bill or some other evidence of the damage and repair cost to the TSP. If the owner has disposed of a damaged item, he or she must give the TSP evidence that the item was damaged beyond economical repair.

2) If, before a claim is filed, an owner calls the TSP and asks it to inspect, or give permission to dispose of items, the TSP will, within two business days of being contacted, notify the owner that either the items will be inspected or that the owner may dispose of the items. In such cases, if the TSP gives notice to inspect the items, TSP will do so within 45 calendar days of being contacted by the owner unless the owner grants a further extension.

3) If the owner refuses to permit the TSP to inspect, the TSP shall contact the appropriate Service MCO and request assistance in arranging an inspection of the goods. If the owner causes a delay by refusing inspection, the TSP shall be provided with an equal number of days to perform the inspection/estimate (45 calendar days plus delay days caused by owner).

j. Substantiation of Claims - Repair Estimates

1) Responsible Party: The TSP will be responsible for paying for repair estimates it requires to process any and all claims that are filed with the TSP by the owner. The MCO will be responsible for paying for all repair estimates it requires to process and substantiate any and all claims that are filed with the MCO by the owner. The TSP is responsible for paying all estimates and associated fees presented by an MCO as a result of claims that were transferred to the MCO by the owner pursuant to Item 413 unless:

   a) The TSP previously provided a reasonable estimate, or

   b) The TSP previously offered to pay the owner a value that matches or exceeds the repair cost for all items on the estimate, or

   c) The item damaged is repairable and the TSP offered to repair it at no cost to the member, or

   d) The TSP previously offered to pay the replacement cost or to replace it in kind.

2) All estimates provided by the TSP must identify a repair firm that is willing and able to make the repair within a reasonable time, for the amount stated. The repair firm must be reputable, having a reputation for timely and satisfactory performance. All such estimates must be itemized.

3) If an MCO receives an itemized repair estimate from the TSP before a claim is settled, then the MCO will use that estimate provided that it is the lowest overall, and meets the criteria in paragraph 2, above. If the TSP's estimate is the lowest overall estimate and is not used, the MCO will advise the TSP in writing of the reason the lowest overall estimate was not used in determining the TSP's liability.

4) If the TSP sends the appropriate MCO a lower repair estimate after the recovery demand on the TSP has been dispatched to the TSP's home office, it will be considered in the TSP's recovery rebuttal or appeal process if lower than the estimate used by the MCO and if it establishes that the estimate submitted by the owner was unreasonable in comparison with the market price in the area or that the price was unreasonable in relation to the value of the goods prior to being damaged.

5) If a TSP has made an inspection/estimate based upon the Loss and Damage AFTER Delivery document and the owner subsequently updates the notice, the TSP is authorized to make an additional inspection/estimate. The TSP will contact the MCO to determine if it will authorize a deduction of $75.00 or actual inspection cost, if less, from the TSP's liability for performing the second inspection/estimate.

6) The TSP is required to ensure that qualified repair firms and subcontractors perform the repairs and they must provide the name of the repair firm that will be doing the work, if requested by either the MCO or the owner.

k. Settlement of Loss and Damage Claims

1) On loss and damage claims, the TSP shall pay, deny, or make an offer within 60 days of receipt of a complete, substantiated claim.

2) The TSP will complete payment to the claimant within 30 days of receipt of notice that the claimant has accepted a full or partial settlement.

3) In those cases where more than one independent TSP or warehouse may be responsible for the loss, the TSP or warehouse that receives a claim from the delivery TSP, the 60 day period for payment, denial or a final written offer will begin on receipt of the claim from the delivery TSP, not on the date that the delivery TSP originally received the claim.

l. Partial Settlements

1) The owner cannot reach a mutually acceptable settlement directly with the TSP on part of his or her claim, the owner can accept payment from the TSP on those items on which the owner and TSP have reached agreement. If the owner elects to accept partial settlement, the TSP may pay the owner on the items on which they have reached an agreement. The owner may transfer any unsettled portions of their claim to a MCO. The MCO may assert a recovery demand on the TSP. The TSP will not be liable on such a recovery claim for payment on any items on which the TSP has already paid the owner, if the correspondence between the TSP and the owner lists the item as one on which payment is being made and clearly indicates that the prior payment was in full and final satisfaction of either the entire claim, or was in full and final satisfaction of the claim for the particular item.

m. Quick Claim Settlement

1) TSPs may establish a quick claim settlement procedure to quickly resolve and pay claims for minor loss or damage discovered at the time of delivery. Such procedures should cover payment for less than $500 with payment made within 5 days of delivery. The process of settling and paying such claims will be left to the discretion of each TSP. However, any small claim settlement agreement can contain only a limited release of liability and must specifically list the items and the damage for which payment is being made. Owners must be advised that they may still file claims for later discovered loss or damage. A copy of the settlement agreement must be made available to the appropriate MCO, on request. However, if the owner receives a “quick” claim settlement and then files an additional claim with the TSP, the owner must indicate in the claim that he received a quick claim settlement and he may not file an additional claim for any items that he settled through the quick claim process.

n. Salvage:

1) To the extent not prohibited by law or agreement, the TSP is entitled to take possession of and sell for salvage any damaged item on which it has paid either the depreciated or undepreciated replacement cost, or replaced the damaged item with a new item.

2) If the TSP pays a claimant the depreciated or undepreciated replacement cost of a lost item, and the lost item is subsequently located, the TSP must notify the Contracting Officer and Transportation Officer (TO) and the owner for instructions. The owner may then decide either to request or decline delivery of the item(s). If the owner elects to receive a found item, the owner must refund any amount paid on that item. If the owner declines delivery of the item, the TSP may retain the item(s) for salvage.

3) If the TSP locates an item within 60 days of receipt of notice of the loss, and a claim on that item has not yet been paid, then the claimant will be obligated to accept delivery of the item in lieu of a claim, even if the owner has already replaced the item. In addition, if the TSP locates a lost item more than 60 days after receipt of notice of the loss, but the item has not been replaced, and a claim on the item has not been paid, then the claimant will be obligated to accept delivery of the item in lieu of a claim. If a lost item is later delivered with damage, the time limits for qualifying for FRV protection and for filing claims on that item will not commence until the delivery of that item. Not withstanding the above, any essential item(s), as described in Essential Items, Paragraph 1.14, that a reasonable person would and has replaced promptly may be declined by the owner before the 60 day period has run. This provision applies only when:

a) The item has been missing for at least seven (7) days from the date of delivery and the TSP has been notified pursuant to Essential Items, Paragraph r.2.

b) The item is necessary for daily life, such that it must be replaced within 2 business days of notice to TSP.

c) The item has in fact been replaced.

4) TSP's must coordinate a date and time with the member/employee to take possession of salvaged item(s) if they elect to exercise their rights to salvage item(s) or upon the member/employee request and when paragraphs 5 thru 7 below do not apply. TSP must take possession at either the owner's residence or another location, acceptable to the owner, not later than 30 days after receipt of a completed claim from either the owner or the MCO. However, in no case will the 30-day period for the TSP to take possession end until after the period allowed for the TSP's inspections (see Inspection by the TSP, Paragraph i.2). The 30-day pickup period can be extended by an agreement between the TSP, and the owner. If the owner refuses to cooperate with the TSP in the exercise of salvage rights, the TSP should contact the appropriate Service MCO closest to the owner and request assistance. At any time the owner may ask the TSP whether it may dispose of an item and get an answer within 2 days under, Paragraph (i.2).

5) The TSP will not exercise its salvage rights if the depreciated replacement value of all salvageable items totals less than $100.00, or, in the case of a single salvageable item, the item has a value of less than $50. If a shipment has more than one salvageable item, one of which has a value of $50.00 or more, yet the total of all salvageable items is $100.00 or less, then the TSP may exercise its salvage rights.

6) The TSP will not exercise its salvage rights on any item that is hazardous or dangerous to the health or safety of the owner or the owner's family. Such items include, but are not limited to, broken mirrors or glass, spoiled food, moldy mattresses or other fabric items. However, the owner for potential salvage will retain antiques, figurines, and crystal with a single item value of $50 or more.

7) If the TSP is unable to exercise its salvage rights due to the disposal of an item(s) by the owner, the TSP may reduce its liability by 25% on any item that has a depreciated replacement value of $50.00 or more. The TSP is entitled to no deduction for salvage on a single item with a depreciated replacement value of less than $50.00; unless the total combined depreciated replacement value of all items that have been disposed of is $100.00 or more.

o. Claims for $25 or Less.

1) In an effort to reduce administrative costs, the Military Services agree that they will not pursue a claim against a TSP for loss or damage to household goods that were transported under this document, if the amount of the claim is for $25 or less. The TSP agreed that they will not request reimbursement for such claims from the Military Services for an amount of $25 or less. However, this provision does not apply to claims submitted directly to the TSP by an owner.

p. Dispute Resolution

1) If an owner does not accept a settlement offered by the TSP, the owner may transfer a claim as specified in Item 410, to the appropriate MCO. If the owner transfers a claim to the military, the MCO will resolve the owner's claim in accordance with its Service's claims regulations. The MCO will then assert a recovery claim against the TSP under this Tender. The TSP must pay, deny or make an offer on the recovery claim within 60 days of receipt of the claim, unless an extension is granted.

2) If the TSP and the MCO cannot reach a mutual settlement on the recovery claim, the military may collect the amount of its recovery claim by administrative offset from money that is owed to the TSP for transportation services, or from any other payment due the TSP directly from the government. If payments to the TSP are made by third party payment system, the TSP agrees that the appropriate MCO may direct the party paying the TSP to divert all or part of any payment to the appropriate military finance center in order to accomplish offset to pay a government claim from a prior shipment.

3) If the TSP, following such an offset, continues to dispute the amount of its liability, then it may file an administrative appeal under the provisions of Title 31, United States Code, Section 3702, to the Defense Office of Hearing and Appeals (DOHA) or it may file suit in the appropriate federal court.

q. Catastrophic Loss Payments

1) The TSP is responsible for identifying and making partial, advance payments to owners who have suffered a catastrophic loss. These payments are designed to relieve an owner's hardship associated with the loss of all or a majority of their household goods. The payments are an advance and should not exceed the owner's expected total liability. Claimant will still be required to file a claim for their loss. Any advance payment made will be deducted from the owner's eventual award. Such payments are subject to the same maximum liability and rules as all payments under this Tender.

2) Catastrophic loss occurs when over 60% of the inventory line items in a given shipment are lost, damaged or destroyed. However, TSPs are free to declare any loss catastrophic and make a partial payment. If TSP cannot contact the owner within 48 hours, they will make payment or come to an agreement on payment within 48 hours of making contact. The declaration of a loss as catastrophic and the making of a partial payment is not an admission of liability regarding any particular piece of property.

3) TSPs are expected to make advance payments as soon as possible after a catastrophic loss occurs. Payments must be made within 48 hours of the TSP discovering or being notified of a catastrophic loss, unless the customer and TSP otherwise come to an agreement. TSPs are free to make an advance payment in any amount they believe will not exceed their total expected liability to the owner. However, TSPs are required to pay no less than 5% of their total maximum liability for the shipment.

4) In the event that a TSP identifies or is informed of a catastrophic loss for which it believes it is not liable under Item 410, the TSP shall inform the owner's MCO. In such cases, the MCO shall handle the advance payment and claim. If it is later determined that the TSP was, in fact, liable for the loss, the MCO will assert a recovery claim against the TSP. The TSP shall be liable as if the Member had filed a claim with the TSP within nine months of their loss.

r. Essential Items

1) The TSP is responsible for promptly dealing with claimants who have had essential items lost, destroyed or made unusable due to damage. Owners are responsible for notifying the TSP, MCO, or PPSO of such a loss within 7 days of the date their goods were delivered. Any item not identified in this way by the owner shall not be considered "essential."

2) Upon notification of the loss of an essential item by either the claimant, MCO or SDDC, the TSP shall either pay for such items, provide temporary or permanent replacements for them, repair them or such other arrangement as agreed to by Member. Such action must be taken within two (2) business days of notification, regardless of whether a claim has been filed. Any payments made by the TSP pursuant to this paragraph shall be considered an advance and should not exceed the TSP's expected total liability. Claimant will still be required to file a claim for their loss. Any advance payment made will be deducted from the owner's eventual award. Such payments are subject to the same maximum liability and rules as apply to all payments under this Tender.

3) If a TSP declines to provide or pay for an essential item or fails to respond to notification within the two (2) business day period, the claimant may file a claim for said item(s) directly with the MCO. In such cases, the claimant shall retain his or her right to FRV for those essential items with which notice was provided to the TSP. The claimant is expected to file the remainder of their claim consistent with the provisions of this Tender.

4) In the event that a TSP identifies or is informed of the loss or damage of an essential item for which it believes it is not liable under Item 410, Exclusions from Liability the TSP shall inform the owner's MCO within 24 hours. In such cases, the MCO shall handle the advance payment and claims. If it is later determined that the TSP was, in fact, liable for the loss, the MCO will assert a

recovery claim against the TSP. The TSP may be liable as if the Member had filed a claim with the TSP within nine months of their loss.

5) Essential items are only those items necessary for everyday living, which would reasonably need to be replaced promptly. Items used solely for entertainment purposes are not considered essential. Fungible items that are regularly used up or worn out and must be routinely replaced are not considered essential. Essential items include:

   a) Refrigerators or other appliances necessary for the safe storage and preparation of food.

   b) Necessary medical equipment.

   c) Mattresses.

NOTE: DOD, or any of its components, may require TSPs to provide claims reports. These reports shall include, as a minimum, shipment information/identification, loss/damage reports and, information about claims settlement, if settlement has occurred.

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 3, 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, overseas for UB

d. And: Overseas points (including Hawaii) and between intertheater and intratheater commands

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 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 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 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 headed "Area Application" lists there under the state, installations, and the 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. The rates and schedules shown opposite these installations apply in dollars and cents for services performed in the counties named for such installation.

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 schedule 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 shown herein 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. The rates and schedules opposite the DOD installations will apply for services performed in any of the counties named for the DOD installations.

Explanation of Abbreviations used in this Section:

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

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ALABAMA						
Fort Benning, GA (CFAT) Chambers, Lee, Russell	12.32	16.06	A	3.73	.11	A
Fort Rucker, AL (FHAT) Barbour, Coffee, Covington, Dale, Geneva, Henry, Houston, Pike	12.32	16.06	A	3.18	.10	A
JPPSO San Antonio, TX (HAFC) Autauga, Baldwin, Bullock, Butler, Chilton, Clarke, Conecuh, Coosa, Crenshaw, Dallas, Elmore, Escambia, Lowndes, Macon, Mobile, Monroe, Montgomery, Perry, Tallapoosa, Washington, Wilcox	12.32	16.06	A	4.84	.12	D
NAS Meridian, MS (FNNT) Choctaw, Greene, Hale, Marengo, Sumter	17.27	22.00	C	4.02	.10	D
Redstone Arsenal, AL (FIAM) Bibb, Blount, Calhoun, Cherokee, Clay, Cleburne, Colbert, Cullman, de Kaib, Etowah, Fayette, Franklin, Jackson, Jefferson, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Pickens, Randolph, Saint Clair, Shelby, Talladega, Tuscaloosa, Walker, Winston	17.27	22.00	A	4.97	.12	F
ARIZONA						
JPPSO-COS, Colorado Springs CO (KKFA) Apache, Coconino, Gila, Graham, Greenlee, Maricopa, Mohave, Navajo, Pima, Pinal, Yavapai	18.87	27.01	C	5.38	.13	G
Fort Huachuca, AZ (KDAK) Cochise, Santa Cruz	18.81	26.84	C	5.08	.11	G
MCAS Yuma, AZ (KDML) La Paz, Yuma	13.20	18.87	A	3.43	.10	C

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ARKANSAS						
Fort Sill, OK (HOAT)	19.25	23.98	C	4.28	.11	F
Benton, Boone, Carroll, Crawford, Franklin, Johnson, Logan, Madison, Montgomery, Newton, Polk, Pope, Scott, Sebastian, Washington, Yell						
JPPSO San Antonio, TX (HAFC)	19.25	24.20	A	3.82	.11	E
Arkansas, Baxter, Clay, Cleburne, Conway, Craighead, Faulkner, Fulton, Garland, Grant, Greene, Hot Spring, Independence, Izard, Jackson, Jefferson, Lawrence, Lonoke, Marion, Mississippi, Perry, Poinsett, Prairie, Pulaski, Randolph, Saline, Searcy, Sharp, Stone, Van Buren, White						
NSA Memphis, TN (FDNT)	13.48	17.88	A	4.07	.11	E
Crittenden, Cross, Lee, Monroe, Phillips, Saint Francis, Woodruff						
Red River AD, TX (HBAQ)	12.32	16.06	A	3.18	.10	A
Ashley, Bradley, Calhoun, Chicot, Clark, Cleveland, Columbia, Dallas, Desha, Drew, Hempstead, Howard, Lafayette, Lincoln, Little River, Miller, Nevada, Ouachita, Pike, Sevier, Union						
CALIFORNIA						
JPPSO-COS, Colorado Springs CO (KKFA)	33.99	47.19	D	7.44	.15	P
Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, El Dorado, Glenn, Humboldt, Kern (excluding Cities of Inyokern, Johannesburg, Randsburg, Ridgecrest, Saltdale), Lake, Lassen, Los Angeles (Cities of Elizabeth Lake, Hi Vista, Lake Hughes, Lancaster, Leona Valley, Littlerock, Palmdale, Pearblossom, Quartz Hill) Madera, Mariposa, Mendocino, Merced, Modoc, Mono, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, San Luis Obispo, Santa Barbara Shasta, Sierra, Siskiyou, Solano, Stanislaus, Sutter, Tehama, Trinity, Tuolomne, Yolo, Yuba						
Fleet & Industrial Supply Center, San Diego, CA (LKNQ)	30.20	42.74	D	7.52	.15	M
San Diego (Southern Half) - Cities of: Alpine, Del Mar, Chula Vista, Coronado, El Cajon, Imperial Beach, Jamul, Julian, La Jolla, La Mesa, Los Penasquitos, National City, Poway, Rancho Bernardo, Ramona, San Ysidro, and cities east to Imperial County Line						
Seal Beach, CA (LENQ)	30.20	42.74	D	7.52	.15	M
Los Angeles (except cities shown for JPPSO-COS (KKFA), Orange (north of Highways 55/91 in the direction of and to the Riverside County Line), (south of Highways 55/91 in the direction of and to the Riverside County Line, see Camp Pendleton (LFMT)						

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CALIFORNIA Continued						
Integrated Support Command, Alameda, CA (LHNQ)	33.99	47.19	D	8.07	.15	P
Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma						
MCAGCC Twenty-Nine Palms, CA (LIMT)	30.20	42.74	D	7.52	.15	M
Riverside (Cities of Banning, Beaumont, Blythe, Cabazon, Cathedral City, Coachella, Desert Hot Springs, Indio, La Quinta, Mecca, Palm Desert, Palm Springs, Rancho Mirage, Thermal, Thousand Palms), **San Bernardino** (Cities of Big Bear City, Cross Roads, Earp, Fallsvale, Fawnskin, Parker Dam, Pioneertown, Twentynine Palms, Yucca Valley)						
MCAS Yuma, AZ (KDML)	28.33	35.92	D	5.76	.12	J
Imperial (City of Winterhaven)						
MCB Camp Pendleton, CA (LFMT)	30.20	42.74	D	7.52	.15	M
Orange (south of Highway 55); Riverside (except cities shown for MCAGCC Twenty-Nine Palms, CA); San Bernardino (Cities of Cajon, Chino, Colton, Devore, Fontana, Highland, Lake Arrowhead, Loma Linda, Lytle Creek, Mentone, Montclair, Mt. Baldy, Ontario, Redlands, Rialto, Running Springs, San Bernardino, Upland, Verdemont, Wrightwood, Yucaipa); San Diego (Northern Half) - (Cities of Bonsall, Borrego Springs, Cardiff, Carlsbad, Encinitas, Escondido, Fallbrook, La Costa, Leucadia, Oceanside, Solana Beach, Valley Center, Vista, Warner Springs)						
NAF El Centro, CA (LENL)	28.33	35.92	D	5.76	.12	J
Imperial (Except City of Winterhaven, see MCAS Yuma, AZ)						
NAS Lemoore, CA (LGNL)	27.67	37.50	D	5.99	.12	K
Fresno, Kings, Tulare						
NAVAIRWPNCTR China Lake, CA (LENV)	30.20	42.74	D	7.52	.15	M
Inyo, Kern (Cities of Inyokern, Johannesburg, Randsburg, Ridgecrest, and Saltdale), San Bernardino (Cities of Argus, Pioneer Point, Red Mountain, Trona)						
NCBC Port Hueneme, CA (LDNP)	30.20	42.74	D	7.52	.15	M
Ventura						
NTC Fort Irwin, CA (LKAT)	30.20	42.74	D	7.52	.15	M
San Bernardino (Cities of Adelanto, Apple Valley, Baker, Barstow, Daggett, Helendale, Hesperia, Hodge, Kelso, Lenwood, Lucerne Valley, Needles, Newberry Springs, Oro Grande, Phelan, Pinon Hills, Victorville, Yermo)						

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CALIFORNIA Continued						
Presidio of Monterey, CA (LHAT)	33.99	47.19	D	7.33	.15	P
Monterey, San Benito, Santa Cruz (excluding shipments for members assigned to Naval Postgraduate School, Fleet Numerical Meteorology & Oceanography Center and Coast Guard Station Monterey)						
Naval Postgraduate School, CA (LFNT)	33.99	47.19	D	7.33	.15	P
Monterey, San Benito, Santa Cruz (shipments for members assigned to Naval Postgraduate School, Fleet Numerical Meteorology & Oceanography Center and Coast Guard Station Monterey)						
COLORADO						
JPPSO-COS, Colorado Springs, CO (KKFA)	27.28	40.92	D	7.44	.12	J
Adams, Alamosa, Arapahoe, Archuleta, Baca, Bent, Boulder, Chaffee, Cheyenne, Clear Creek, Conejos, Costilla, Crowley, Custer, Delta, Denver, Dolores, Douglas, Eagle, El Paso, Elbert, Fremont, Garfield, Gilpin, Grand, Gunnison, Hinsdale, Huerfano, Jackson, Jefferson, Kiowa, Kit Carson, Lake, La Plata, Larimer, Las Animas, Lincoln, Logan, Mesa, Mineral, Moffat, Montezuma, Montrose, Morgan, Otero, Ouray, Park, Phillips, Pitkin, Prowers, Pueblo, Rio Blanco, Rio Grande, Routt, Saguache, San Juan, San Miguel, Sedgwick, Summit, Teller, Washington, Weld, Yuma						
CONNECTICUT						
JPPSO-MASS, Chelmsford, MA (AGFM)	25.19	33.39	B	6.21	.13	L
Hartford, Litchfield, Middlesex, New Haven, New London, Tolland, Windham						
USMA West Point, NY (DCAT)	28.38	38.06	D	7.83	.16	O
Fairfield						
DELAWARE						
JPPSO-MASS, Chelmsford, MA (AGFM)	24.53	30.20	B	5.63	.12	I
Kent, New Castle, Sussex						

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DISTRICT OF COLUMBIA						
JPPSOWA, Fort Belvoir, VA (BGAC) District of Columbia	20.74	27.17	A	5.16	.12	J
FLORIDA						
Fleet & Industrial Supply Center, Jacksonville, FL (CNNQ) Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Levy, Marion, Nassau, Putnam, Saint Johns, Union	15.40	20.19	C	4.73	.11	D
NAS Key West, FL (CQNL) Monroe, Monroe (Keys)	12.32	16.06	A	3.78	.11	C
NAS Pensacola, FL (CONT) Escambia, Santa Rosa	18.32	23.71	C	4.63	.11	D
Seventh CG District Office, Miami, FL (CLPK) Broward, Collier, Dade, Hendry, Lee, Palm Beach	18.87	22.60	A	4.47	.12	F
***JPPSO San Antonio (HAFC)** Bay, Brevard, Calhoun, Charlotte, Citrus, De Soto, Franklin, Gadsden, Glades, Gulf, Hamilton, Hardee, Hernando, Highlands, Hillsborough, Holmes, Indian River, Jackson, Jefferson, Lafayette, Lake, Leon, Liberty, Madison, Manatee, Martin, Okaloosa, Okeechobee, , Orange, Osceola, Pasco, Pinellas, Polk, Saint Lucie, Sarasota, Seminole, Sumter, Suwannee, Taylor, Volusia, Wakulla, Walton, Washington	18.32	23.71	C	5.79	.12	F

*CONV inbound shipments placed into SIT will utilize the rates from HAFC ..

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GEORGIA						
Fleet & Industrial Supply Center, Jacksonville, FL (CNNQ)	12.87	19.36	C	3.85	.11	D
Camden, Charlton, Glynn						
Fort Benning, GA (CFAT)	12.32	16.06	A	3.72	.11	A
Chattahoochee, Harris, Marion, Meriwether, Muscogee, Schley, Stewart, Talbot, Taylor, Troup, Webster						
Fort Gordon, GA (CGAT)	12.65	16.72	A	3.85	.11	D
Burke, Columbia, Emanuel, Glascock, Jefferson, Jenkins, Lincoln, McDuffie, Richmond, Screven, Taliaferro, Warren, Wilkes						
Fort McPherson, GA (CFAK)	19.25	25.47	D	5.32	.13	E
Banks, Barrow, Bartow, Carroll, Catoosa, Chattooga, Cherokee, Clarke (Army/Air Force), Clayton, Cobb, Coweta, Dade, Dawson, De Kalb, Douglas, Elbert, Fannin, Fayette, Floyd, Forsyth, Franklin, Fulton, Gilmer, Gordon, Greene, Gwinnett, Habersham, Hall, Haralson, Hart, Heard, Henry, Jackson, Lumpkin, Madison, Morgan, Murray, Newton, Oconee, Oglethorpe, Paulding, Pickens, Polk, Rabun, Rockdale, Spalding, Stephens, Towns, Union, Walker, Walton, White, Whitfield						
Fort Stewart, GA (CHAT)	19.25	25.47	D	5.32	.13	E
Appling, Bacon, Brantley, Bryan, Bulloch, Candler, Chatham, Effingham, Evans, Jeff Davis, Liberty, Long, McIntosh, Pierce, Tattnall, Toombs, Wayne						
MCLB Albany, GA (CFMQ)	12.32	16.06	A	3.85	.11	B
Baker, Calhoun, Clay, Crisp, Decatur, Dougherty, Early, Grady, Lee, Miller, Mitchell, Quitman, Randolph, Seminole, Sumter, Terrell, Turner, Worth						
NSCS Athens, GA (CGNT)	19.25	25.47	D	5.32	.13	E
Clarke (Navy/Marine Corps/Coast Guard)						
JPPSO San Antonio, TX (HAFC)	12.32	16.06	`A	3.51	.11	A
Atkinson, Baldwin, Bibb, Bin Hill, Berrien, Bleckley, Brooks, Butts, Clinch, Coffee, Colquitt, Cook, Crawford, Dodge, Dooly, Echols, Hancock, Houston, Irwin, Jasper, Johnson, Jones, Lamar, Lanier, Laurens, Lowndes, Macon, Monroe, Montgomery, Peach, Pike, Pulaski, Putnam, Telfair, Thomas, Tift, Treutlen, Twiggs, Upson, Ware, Washington, Wheeler, Wilcox, Wilkinson						

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IDAHO						
JPPSO-COS Colorado Springs CO (KKFA)	21.67	29.32	D	5.84	.12	H
Ada, Adams, Bannock, Bear Lake, Benewah, Bingham, Blaine, Boise, Bonner, Bonneville, Boundary, Butte, Camas, Canyon, Caribou, Cassia, Clark, Clearwater, Custer, Elmore, Franklin, Fremont, Gem, Gooding, Idaho, Kootenai, Jefferson, Jerome, Latah, Lemhi, Lewis, Lincoln, Madison, Minidoka, Nez Perce, Oneida, Owyhee, Payette, Power, Shoshone, Teton, Twin Falls, Valley, Washington						
ILLINOIS						
Crane Division, NSWC, Crane, IN (GONM)	12.65	16.72	A	3.18	.10	A
Crawford, Edwards, Jasper, Lawrence, Richland, Wabash						
NTC Great Lakes, IL (GLNT)	40.92	51.81	D	8.04	.16	Q
Boone, Bureau, Cook, De Kalb, Du Page, Grundy, Kane, Kendall, Lake, La Salle, Lee, McHenry, Ogle, Putnam, Will, Winnebago						
Rock Island Arsenal, IL (GLAM)	26.51	33.11	C	5.99	.12	H
Carroll, Henderson, Henry, Jo Daviess, Knox, Mercer, Rock Island, Stephenson, Warren, Whiteside						
JPPSO-MASS, Chelmsford MA (AGFM)	40.92	51.81	D	8.04	.16	Q
Adams, Alexander, Bond, Brown, Calhoun, Cass, Champaign, Christian, Clark, Clay, Clinton, Coles, Cumberland, De Witt, Douglas, Edgar, Effingham, Fayette, Ford, Franklin, Fulton, Gallatin, Greene, Hamilton, Hancock, Hardin, Iroquois, Jackson, Jefferson, Jersey, Johnson, Kankakee, Livingston, Logan, McDonough, McLean, Macon, Macoupin, Madison, Marion, Marshall, Mason, Massac, Menard, Monroe, Montgomery, Morgan, Moultrie, Peoria, Perry, Piatt, Pike, Pope, Pulaski, Randolph, Saint Clair, Saline, Sangamon, Schuyler, Scott, Shelby, Stark, Tazewell, Union, Vermillion, Washington, Wayne, White, Williamson, Woodford						
INDIANA						
NTC Great Lakes, IL (GLNT)	40.92	51.81	C	8.04	.16	Q
Lake, La Porte, Porter						

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INDIANA Continued						
JPPSO-NE, Chelmsford MA (AGFM)	23.71	35.71	C	6.52	.13	J
Adams, Allen, Benton, Blackford, Boone, Carroll, Cass, Clinton, De Kalb, Dearborn, Decatur, Delaware, Elkhart, Fayette, Fountain, Franklin, Fulton, Grant, Hamilton, Hancock, Hendricks, Henry, Howard, Huntington, Jasper, Jay, Johnson, Kosciusko, Lagrange, Madison, Marion, Marshall, Miami, Montgomery, Morgan, Newton, Noble, Parke, Pulaski, Putnam, Randolph, Ripley, Rush, St. Joseph, Shelby, Starke, Steuben, Tippecanoe, Tipton, Union, Vermillion, Wabash, Warren, Wayne, Wells, White, Whitley						
Crane Division, NSWC, Crane, IN - (GONM)	21.29	31.96	A	6.28	.12	J
Bartholomew, Brown, Clark, Clay, Crawford, Daviess, Dubois, Floyd, Gibson, Greene, Harrison, Jackson, Jefferson, Jennings, Knox, Lawrence, Martin, Monroe, Ohio, Orange, Owen, Perry, Pike, Posey, Scott, Spencer, Sullivan, Switzerland, Vanderburgh, Vigo, Warrick, Washington						
IOWA						
JPPSO-COS, Colorado Springs CO (KKFA)	29.32	42.52	D	6.08	.12	J
Adair, Adams, Audubon, Boone, Buena Vista, Calhoun, Carroll, Cass, Cherokee, Clarke, Clay, Crawford,Dallas, Decatur, Dickinson, Emmet, Fremont, Greene, Guthrie, Hamilton, Hancock, Harrison, Humboldt, Ida, Kossuth, Lyon, Madison, Mills, Monona, Montgomery, O'Brien, Osceola, Page, Palo Alto, Plymouth, Pocahontas, Polk, Pottawattamie, Ringgold, Sac, Shelby, Sioux, Story, Taylor, Union, Warren, Webster, Winnebago, Woodbury, Wright						
Rock Island Arsenal, IL (GLAM)	30.86	42.74	D	6.47	.12	J
Allamakee, Appanoose, Benton, Black Hawk, Bremer, Buchanan, Butler, Cedar, Cerro Gordo, Chickasaw, Clayton, Clinton, Davis, Delaware, Des Moines, Dubuque, Fayette, Floyd, Franklin, Grundy, Hardin, Henry, Howard, Iowa, Jackson, Jasper, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Lucas, Mahaska, Marion, Marshall, Mitchell, Monroe, Muscatine, Poweshiek, Scott, Tama, Van Buren, Wapello, Washington, Wayne, Winneshiek, Worth						
KANSAS						
Fort Leavenworth, KS (KPAT)	30.20	40.10	D	5.96	.12	I
Anderson, Atchison, Brown, Coffey, Doniphan, Douglas, Franklin, Jackson, Jefferson, Johnson, Leavenworth, Linn, Miami, Nemaha, Osage, Shawnee, Wyandotte						

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KANSAS Continued						
Fort Riley, KS (KOAT)	12.32	16.06	A	3.72	.11	A
Clay, Cloud, Dickinson, Ellis, Ellsworth, Geary, Graham, Jewell, Lincoln, Lyon, Marshall, Mitchell, Morris, Norton, Osborne, Ottawa, Phillips, Pottawatomie, Republic, Riley, Rooks, Russell, Saline, Smith, Trego, Wabaunsee, Washington						
JPPSO-COS, Colorado Springs, CO (KKFA)	15.13	22.66	A	4.11	.11	C
Allen, Barber, Barton, Bourbon, Butler, Chase, Chautauqua, Cherokee, Cheyenne, Clark, Comanche, Cowley, Crawford, Decatur, Edwards, Elk, Finney, Ford, Gove, Grant, Gray, Greeley, Greenwood, Hamilton, Harper, Harvey, Haskell, Hodgeman, Kearny, Kingman, Kiowa, Labette, Lane, Logan, McPherson, Marion, Meade, Montgomery, Morton, Neosho, Ness, Pawnee, Pratt, Rawlins, Reno, Rice, Rush, Scott, Sedgwick, Seward, Sheridan, Sherman, Stafford, Sumner, Stanton, Stevens, Thomas, Wallace, Wichita, Wilson, Woodson						
KENTUCKY						
Fort Campbell, KY (FAAT)	17.11	22.44	C	4.81	.11	C
Ballard, Caldwell, Calloway, Carlisle, Christian, Crittenden, Fulton, Graves, Henderson, Hickman, Hopkins, Livingston, Logan, Lyon, McCracken, McLean, Marshall, Muhlenberg, Todd, Trigg, Union, Webster						
Fort Knox, KY (FAAM)	12.82	17.16	A	3.97	.11	D
Adair, Allen, Barren, Breckinridge, Bullitt, Butler, Carroll, Casey, Clinton, Cumberland, Daviess, Edmonson, Grayson, Green, Hancock, Hardin, Hart, Henry, Jefferson, Larue, Marion, Meade, Metcalf, Monroe, Nelson, Ohio, Oldham, Russell, Shelby, Simpson, Spencer, Taylor, Trimble, Warren, Washington, Wayne						
Lexington-Blue Grass Depot, KY (FAAQ)	23.71	35.48	B	6.52	.13	J
Anderson, Bath, Bell, Boone, Bourbon, Boyd, Boyle, Bracken, Breathitt, Campbell, Carter, Clark, Clay, Elliott, Estill, Fayette, Fleming, Floyd, Franklin, Gallatin, Garrard, Grant, Greenup, Harlan, Harrison, Jackson, Jessamine, Johnson, Kenton, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lewis, Lincoln, McCreary, Madison, Magoffin, Martin, Mason, Menifee, Mercer, Montgomery, Morgan, Nicholas, Owen, Owsley, Pendleton, Perry, Pike, Powell, Pulaski, Robertson, Rockcastle, Rowan, Scott, Whitley, Wolfe, Woodford						

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LOUISIANA						
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	3.45	.11	B
Bienville, Bossier, Caddo, Caldwell, Claiborne, De Soto, East Carroll, Franklin, Jackson, Lincoln, Madison, Morehouse, Ouachita, Red River, Richland, Tensas, Union, Webster, West Carroll						
Fort Polk, LA (FSAT)	12.32	16.06	A	4.30	.11	B
Allen, Avoyelles, Beauregard, Calcasieu, Cameron, Catahoula, Concordia, Evangeline, Grant, Jefferson Davis, La Salle, Natchitoches, Rapides, Sabine, Vernon, Winn						
NSA New Orleans, LA (FRNQ)	15.29	17.82	B	4.30	.11	D
Acadia, Arcadia, Ascension, Assumption, East Baton Rouge, East Feliciana, Iberia, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, Plaquemines, Point Coupee, St. Bernard, St. Charles, St. Helena, St. James, St. John the Baptist, St. Landry, St. Martin, St. Mary, St. Tammany, Tangipahoa, Terrebonne, Vermilion, Washington, West Baton Rouge, West Feliciana						
MAINE						
JPPSO-MASS, Chelmsford, MA (AGFM)	17.27	22.00	C	4.87	.12	I
Androscoggin, Aroostook, Cumberland, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Sagadahoc, Somerset, Waldo, Washington, York						
MARYLAND						
Aberdeen Proving Ground, MD (BAAV)	24.53	30.20	C	4.47	.12	G
Cecil, Harford						
JPPSO-MASS, Chelmsford, MA (AGFM)	12.32	16.06	A	3.37	.10	A
Caroline, Dorchester, Kent, Queen Annes, Somerset, Talbot, Wicomico, Worcester						
Fort Detrick, MD (BBAV)	14.63	20.19	A	4.03	.11	D
Allegany, Frederick, Garrett, Washington						

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MARYLAND Continued						
JPPSOWA, Fort Belvoir, VA (BGAC)	20.74	27.17	A	5.16	.12	J
Anne Arundel (Army/Air Force/Coast Guard and those Navy/Marine Corps stationed at Ft. Meade), Baltimore, Baltimore City, Carroll, Charles, Howard, Montgomery, Prince Georges						
NAS Patuxent River, MD (BCNV)	12.32	16.06	A	3.37	.10	G
Calvert, Saint Marys						
USNA Annapolis, MD (BANT)	20.74	27.17	A	5.16	.12	J
Anne Arundel (Navy/Marine Corps EXCEPT those personnel assigned to Ft. Meade, MD)						
MASSACHUSETTS						
JPPSO-MASS, Chelmsford MA (AGFM)	25.03	33.11	D	6.43	.13	N
Barnstable, Berkshire, Bristol, Dukes, Essex, Franklin, Hampden, Hampshire, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, Worcester						
MICHIGAN						
USATO Fort Snelling, MN (GBAC)	22.00	31.52	C	5.29	.12	G
Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, Schoolcraft						
Selfridge ANGB, MI (EBAK)	34.32	42.74	D	7.72	.13	P
Alcona, Allegan, Alpena, Antrim, Arenac, Barry, Bay, Benzie, Berrien, Branch, Calhoun, Cass, Charlevoix, Cheboygan, Clare, Clinton, Crawford, Eaton, Emmet, Genesee, Gladwin, Grand Traverse, Gratiot, Hillsdale, Huron, Ingham, Ionia, Iosco, Isabella, Jackson, Kalamazoo, Kalkaska, Kent, Lake, Lapeer, Leelanau, Lenawee,Livingston, Macomb, Manistee, Mason, Mecosta, Midland, Missaukee, Monroe, Montcalm, Montmorency, Muskegon, Newaygo, Oakland, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Ottawa, Presque Isle, Roscommon, Saginaw, Saint Clair, Saint Joseph, Sanilac, Shiawassee, Tuscola, Van Buren, Washtenaw, Wayne, Wexford						

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MINNESOTA						
JPPSO-COS, Colorado Springs CO (KKFA)	26.46	37.79	C	5.63	.12	H
Becker, Beltrami, Clay, Clearwater, Hubbard, Kittson, Koochiching, Lake of the Woods, Mahnomen,Marshall, Norman, Otter Tail, Pennington, Polk, Red Lake, Roseau, Wadena, Wilkin						
USATO Fort Snelling, MN (GBAC)	34.32	42.52	D	6.93	.13	O
Aitkin, Anoka, Benton, Big Stone, Blue Earth, Brown, Carlton, Carver, Cass, Chippewa, Chisago, Cook, Cottonwood, Crow Wing, Dakota, Dodge, Douglas, Faribault, Fillmore, Freeborn, Goodhue, Grant, Hennepin, Houston, Isanti, Itasca, Jackson, Kanabec, Kandiyohi, Lac qui Parle, Lake, Le Sueur, Lincoln, Lyon, McLeod, Martin, Meeker, Mille Lacs, Morrison, Mower, Murray, Nicollet, Nobles, Olmsted, Pine, Pipestone, Pope, Ramsey, Redwood, Renville, Rice, Rock, Scott, Sherburne, Sibley, St. Louis, Stearns, Steele, Stevens, Swift, Todd, Traverse, Wabasha, Waseca, Washington, Watonwan, Winona, Wright, Yellow Medicine						
MISSISSIPPI						
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	3.18	.11	F
Amite, Attala, Bolivar, Calhoun, Carroll, Chickasaw, Choctaw, Clay, Covington, Forrest, Franklin, George Greene, Grenada, Hancock, Harrison, Holmes, Humphreys, Itawamba, Jackson, Jefferson Davis, Jones, Lamar, Lawrence, Lee, Leflore, Lincoln, Lowndes, Marrion, Monroe, Montgomery, Noxubee, Oktibbeha, Pearl River, Perry, Pike, Pontotoc, Stone, Sunflower, Tallahatchie, Walthall, Washington, Wayne, Webster, Wilkinson, Winston, Yalobusha						
NSA Memphis, TN (FDNT)	13.48	17.88	A	4.07	.11	E
Alcorn, Benton, Coahoma, De Soto, Lafayette, Marshall, Panola, Prentiss, Quitman, Tate, Tippah, Tishomingo, Tunica, Union						
NAS Meridian AFB, MS (FNNT)	12.32	16.06	A	3.18	.10	A
Adams, Claiborne, Clarke, Copiah, Hinds, Issaquena, Jasper, Jefferson, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Rankin, Scott, Sharkey, Simpson, Smith, Warren, Yazoo						
MISSOURI						
Fort Leavenworth, KS (KPAT)	30.20	39.60	D	5.96	.12	M
Andrew, Atchison, Bates, Buchanan, Caldwell, Carroll, Cass, Chariton, Clay, Clinton, Daviess, De Kalb, Gentry, Grundy, Harrison, Holt, Jackson, Linn, Livingston, Macon, Mercer, Monroe, Nodaway, Platte, Randolph, Ray, Shelby, Worth						

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MISSOURI Continued						
Fort Leonard Wood, MO (GSAT)	24.20	32.07	C	5.12	.11	M
Barry, Bardar, Camden, Cedar, Christian, Crawford, Dade, Dallas, Dent, Douglas, Franklin, Gasconade, Greene, Howell, Jasper, Laclede, Lawrence, McDonald, Maries, Miller, Montgomery, Newton, Oregon, Ozark, Phelps, Polk, Pulaski, Shannon, Stone, Taney, Texas, Vernon, Warren, Washington, Webster, Wright						
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	3.18	.10	M
Butler, Carter, Dunklin, Mississippi, New Madrid, Pemiscot, Ripley						
Rock Island Arsenal, IL (GLAM)	24.20	32.07	B	5.12	.11	M
Adair, Clark, Knox, Lewis, Putnam, Schuyler, Scotland, Sullivan						
JPPSO-MASS, Chelmsford MA (AGFM)	24.20	32.07	B	5.12	.11	M
Bollinger, Cape Girardeau, Iron, Jefferson, Lincoln, Madison, Marion, Perry, Pike, Ralls, Reynolds, Scott, St. Charles, St. Francois, St. Genevieve, St. Louis, St. Louis City, Stoddard, Wayne						
JPPSO-COS, Colorado Springs CO (KKFA)	30.20	39.60	D	5.85	.11	M
Audrain, Benton, Boone, Callaway, Cole, Cooper, Henry, Hickory, Howard, Johnson, Lafayette, Moniteau, Morgan, Osage, Pettis, Saint Clair, Saline						
MONTANA						
JPPSO-COS, Colorado Springs CO (KKFA)	26.57	33.99	D	7.34	.12	K
All counties						

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NEBRASKA						
Fort Leavenworth, KS (KPAT)	12.32	16.06	B	3.18	.10	B
Johnson, Nemaha, Pawnee, Richardson						
JPPSO-COS, Colorado Springs CO (KKFA)	24.31	29.76	D	5.18	.11	J
Adams, Antelope, Arthur, Banner, Blaine, Boone, Box Butt, Boyd, Brown, Buffalo, Burt, Butler,Cass, Cedar, Chase, Cherry, Cheyenne, Clay, Colfax, Cuming, Custer, Dakota, Dawes, Dawson, Deuel, Dixon, Dodge, Douglas, Dundy, Fillmore, Franklin, Frontier, Furnas, Gage, Garfield, Garden, Gosper, Grant, Greeley, Hall, Hamilton, Harlan, Hayes, Hitchcock, Holt, Hooker, Howard, Jefferson, Kearney, Keith, Keya Paha, Kimball, Knox, Lancaster, Lincoln, Logan, Loup, McPherson, Madison, Merrick, Morrill, Nance, Nuckolls, Otoe, Perkins, Phelps, Pierce, Platte, Polk, Red Willow, Rock, Saline, Sarpy, Saunders, Scotts Bluff, Seward, Sheridan, Sherman, Sloux, Stanton, Thayer, Thomas, Thurston, Valley, Washington, Wayne, Webster, Wheeler, York						
NEVADA						
JPPSO-COS, Colorado Springs CO (KKFA)	30.86	39.71	B	6.15	.12	K
Clark, Lincoln, Nye (South of US Rt. 6)						
NAS Fallon, NV (JANL)	21.67	29.32	D	6.03	.12	H
Carson City, Churchill, Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Nye (North of US Rt. 6), Pershing, Storey, Washoe, White Pine						
NEW HAMPSHIRE						
JPPSO-MASS, Chelmsford, MA (AGFM)	15.13	20.08	D	6.31	.13	L
Belknap, Carroll, Cheshire, Grafton, Hillsborough, Merrimack, Rockingham, Strafford, Sullivan						

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NEW JERSEY						
Fort Hamilton, NY (DBAQ) Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union	22.72	33.44	D	7.02	.15	N
***JPPSO-NJ, Fort Dix, NJ (APAT)** Atlantic, Burlington, Camden (East of Turnpike), Cape May, Cumberland, Gloucester, Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Salem, Somerset	24.53	30.20	D	6.81	.15	K
*AONL/AOAC inbound shipments placed into SIT will utilized rate from APAT.						
Naval Inventory Control Point, Philadelphia, PA (DMNC) Camden (West of Turnpike)	18.32	26.18	C	5.28	.13	K
Tobyhanna AD, PA (DOAQ) Warren	14.19	20.35	A	3.37	.10	B
NEW MEXICO						
JPPSO-COS, Colorado Springs (KKFA) Bernalillo, Chaves, Cibola, Colfax, Curry, De Baca, Eddy, Guadalupe, Harding, Lea, Lincoln, Los Alamos, McKinley, Mora, Otero, Quay, Rio Arriba, Roosevelt, Sandoval, San Juan, San Miguel, Santa Fe, Taos, Torrance, Union, Valencia	17.93	27.01	A	5.19	.12	G
White Sands MR, NM (KLAE) Catron, Dona Ana, Grant, Hidalgo, Luna, Sierra, Socorro	17.93	27.01	A	3.37	.10	C
NEW YORK						
Fort Drum, NY (DBAT) Jefferson, Lewis, Oswego, St. Lawrence	26.73	40.10	D	5.53	.12	M
Fort Hamilton, NY (DBAQ) Bronx, Kings (including Brooklyn), Nassau, New York (including Borough of Manhattan), Queens, Richmond, Suffolk (excluding Fisher Island)	28.38	38.06	D	7.88	.16	O

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NEW YORK Continued						
JPPSO-MASS, Chelmsford, MA (AGFM)	30.20	40.10	D	7.88	.15	N
Albany, Allegany, Broome, Cattaraugus, Cayuga, Chautauqua, Chemung, Chenango, Clinton, Columbia, Cortland, Delaware, Erie, Essex, Franklin, Fulton, Genesee, Greene, Hamilton, Herkimer, Livingston, Madison, Monroe, Montgomery, Niagara, Oneida, Onondaga, Ontario, Orleans, Otsego, Rensselaer, Saratoga, Schenectady, Schoharie, Schuyler, Seneca, Steuben, Suffolk (fisher Island, NY), Tioga, Tompkins, Warren, Washington, Wayne, Wyoming, Yates						
USMA West Point, NY (DCAT)	28.38	38.06	D	7.83	.16	O
Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, Westchester						
NORTH CAROLINA						
Fleet & Industrial Supply Center, Norfolk, VA (BGNC)	12.32	16.06	A	3.18	.10	A
Bertie, Camden, Chowan, Currituck, Dare, Gates, Hertford, Northampton, Pasquotank, Perquimans, Tyrrell, Washington						
Fort Bragg, NC (BKAS)	14.74	19.31	C	3.90	.11	D
Alamance, Alexander, Alleghany, Anson, Ashe, Avery, Bladen, Buncombe, Burke, Cabarrus, Caldwell, Caswell, Catawba, Chatham, Cherokee, Clay, Cleveland, Cumberland, Davidson, Davie, Forsyth, Gaston, Graham, Guilford, Harnett, Haywood, Henderson, Hoke, Iredell, Jackson, Lee, Lincoln, McDowell, Macon, Madison, Mecklenburg, Mitchell, Montgomery, Moore, Polk, Randolph, Richmond, Robeson, Rockingham, Rowan, Rutherford, Sampson, Scotland, Stanly, Stokes, Surry, Swain, Transylvania, Union, Watauga, Wilkes, Yadkin, Yancey						
MCAS Cherry Point, NC (BKML)	12.32	16.06	A	3.18	.10	B
Beaufort, Carteret, Craven, Hyde, Pamlico						
Camp Lejeune, NC (BKMT)	12.32	16.06	A	3.51	.10	B
Brunswick, Columbus, Duplin, Jones, New Hanover, Onslow, Pender						
JPPSO MASS, Chelmsford MA (AGFM)	14.19	19.31	C	3.51	.10	C
Durham, Edgecombe, Franklin, Granville, Greene, Halifax, Johnston, Lenoir, Martin, Nash, Orange, Person, Pitt, Vance, Wake, Warren, Wayne, Wilson						

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NORTH DAKOTA						
JPPSO-COS, COLORADO SPRINGS CO (KKFA)	21.12	27.50	C	5.63	.12	H
Adams, Barnes, Benson, Billings, Bottineau, Bowman, Burke, Burleigh, Cass, Cavalier, Dickey, Divide, Dunn, Eddy, Emmons, Foster, Golden Valley, Grand Forks, Grant, Griggs, Hettinger, Kidder, Logan, McHenry, McIntosh, McKenzie, McLean, Mercer, Morton, Mountrail, La Moure, Nelson, Oliver, Pembina, Pierce, Ramsey, Ransom, Renville, Williams Richland, Rolette, , Sargent , Sheridan, Sioux, Slope, Steele, Stutsman, Stark, Towner, Traill, Walsh, Ward, Wells,						
OHIO						
CEKSF Oakdale, PA (DMAC)	27.78	36.69	C	5.79	.12	K
Belmont, Columbiana, Jefferson						
Lexington-Blue Grass Depot, KY (FAAQ)	23.71	35.48	B	6.52	.13	J
Adams, Brown, Clermont, Hamilton						
JPPSO-MASS, Chelmsford, MA (AGFM)	31.46	44.00	D	6.73	.15	M
Allen, Ashland, Ashtabula, Athens, Auglaize, Butler, Carroll, Champaign, Clark, Clinton, Coshocton, Crawford, Cuyahoga, Darke, Defiance, Delaware, Erie, Fairfield, Fayette, Franklin, Fulton, Gallia, Geauga, Greene, Guernsey, Hancock, Hardin, Harrison, Henry, Highland, Hocking, Holmes, Huron, Jackson, Knox, Lake, Lawrence, Licking, Logan, Lorain, Lucas, Madison, Mahoning, Marion, Medina, Meigs, Mercer, Miami, Monroe, Montgomery, Morgan, Morrow, Muskingum, Noble, Ottawa, Paulding, Perry, Pickaway, Pike, Portage, Preble, Putnam, Richland, Ross, Sandusky, Scioto, Seneca, Shelby, Stark, Summit, Trumbull, Tuscarawas, Union, Van Wert, Vinton, Warren, Washington, Wayne, Williams, Wood, Wyandot						
OKLAHOMA						
JPPSO-COS Colorado Springs CO (KKFA)	12.32	16.06	A	3.18	.10	A
Cimarron, Texas						
Fort Sill, OK (HOAT)	27.01	37.79	C	3.85	.11	H
Adair, Caddo, Carter, Cherokee, Comanche, Craig, Delaware, Garvin, Grady, Kiowa, Le Flore, McClain, Mayes, Murray, Nowata, Ottawa, Rogers, Sequoyah, Stephens						

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OKLAHOMA Continued						
McAlester AAP, OK (HOAM)	27.01	37.79	C	4.60	.10	D
Atoka, Bryan, Choctaw, Coal, Creek, Haskell, Hughes, Johnston, Latimer, McIntosh, Marshall, Muskogee, Okfuskee, Okmulgee, Pittsburg, Pontotoc, Pushmataha, Seminole, Tulsa, Wagoner						
Red River AD, TX (HBAQ)	12.32	16.06	A	3.18	.10	A
McCurtain						
JPPSO San Antonio, TX (HAFC)	27.01	37.79	C	4.75	.11	H
Alfalfa, Beaver, Blaine, Beckham, Canadian, Cleveland, Cotton, Custer, Dewey, Ellis, Garfield, Grant, Greer, Harmon, Harper, Jackson, Jefferson, Kay, Kingfisher, Lincoln, Logan, Love, Major, Noble, Oklahoma, Osage, Pawnee, Payne, Pottawatomie, Roger Mills, Tillman, Washington, Washita, Woods, Woodward						
OREGON						
JPPSO-Lewis, Fort Lewis, WA (JEAT)	35.37	47.19	D	7.66	.15	P
Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Douglas, Gilliam, Hood River, Jackson, Josephine, Klamath, Lane, Lincoln, Linn, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Wasco, Washington, Yamhill						
JPPSO-COS, Colorado Springs CO (KKFA)	32.07	43.23	B	6.89	.12	I
Baker, Crook, Deschutes, Grant, Harney, Jefferson, Lake, Malheur, Umatilla, Union, Wallowa, Wheeler						
PENNSYLVANIA						
Carlisle Barracks, PA (DMAT)	30.20	36.80	D	7.72	.13	N
Adams, Bedford, Berks, Blair, Bradford, Centre, Clinton, Columbia, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Lycoming, Mifflin, Montour, Northumberland, Perry, Potter, Schuylkill, Snyder, Sullivan, Tioga, Union, York						
CEKSF, Oakdale, PA (DMAC)	34.38	42.74	D	7.27	.15	N
Allegheny, Armstrong, Beaver, Butler, Cambria, Cameron, Clarion, Clearfield, Crawford, Elk, Erie, Fayette, Forest, Greene, Indiana, Jefferson, Lawrence, McKean, Mercer, Somerset, Venango, Warren, Washington, Westmoreland						

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PENNSYLVANIA Continued						
NICP Philadelphia, PA (DMNC)	26.68	35.67	D	6.52	.13	N
Bucks, Chester, Delaware, Lehigh, Montgomery, Northampton, Philadelphia						
Tobyhanna AD, PA (DOAQ)	21.29	28.22	C	6.07	.13	J
Carbon, Lackawanna, Luzerne, Monroe, Pike, Susquehanna, Wayne, Wyoming						
RHODE ISLAND						
JPPSO-MASS, Chelmsford MA (AGFM)	19.91	26.95	B	4.81	.11	G
Bristol, Kent, Newport, Providence, Washington						
SOUTH CAROLINA						
Fleet & Industrial Supply Center, CPPSO Charleston, SC (CANQ)	12.54	16.45	A	3.72	.11	D
Bamberg, Berkeley, Charleston, Colleton, Dorchester, Orangeburg						
Fort Gordon, GA (CGAT)	15.13	20.19	B	3.85	.11	D
Aiken, Allendale, Barnwell, Edgefield, Hampton, McCormick						
Fort Jackson, SC (CAAT)	15.40	20.19	C	3.85	.11	D
Abbeville, Anderson, Calhoun, Cherokee, Chester, Fairfield, Greenville, Greenwood, Laurens, Lexington, Newberry, Oconee, Pickens, Richland, Saluda, Spartanburg, Union, York						
MCAS Beaufort, SC (CAML)	12.32	16.06	A	3.72	.11	D
Beaufort, Jasper						
JPPSO-MASS, Chelmsford, MA (AGFM)	12.32	16.06	A	3.72	.11	D
Chesterfield, Clarendon, Darlington, Dillon, Florence, Georgetown, Horry, Kershaw, Lancaster, Lee, Marion, Marlboro, Sumter, Williamsburg						

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SOUTH DAKOTA						
JPPSO-COS, COLORADO SPRINGS CO (KKFA) All counties	24.31	29.76	D	5.14	.11	J
TENNESSEE						
Fort Campbell, KY (FAAT) Bedford, Benton, Cannon, Carroll, Cheatham, Coffee, Davidson, Decatur, De Kalb, Dickson, Franklin, Henry, Hickman, Houston, Humphreys, Lake, Macon, Montgomery, Moore, Obion, Perry, Robertson, Rutherford, Smith, Stewart, Sumner, Trousdale, Weakley, Williamson, Wilson	14.03	18.54	A	3.92	.11	D
Fort McPherson, GA (CFAK) Anderson, Bledsoe, Blount, Bradley, Campbell, Carter, Claiborne, Clay, Cocke, Cumberland, Fentress, Grainger, Greene, Grundy, Hamblen, Hamilton, Hancock, Hawkins, Jackson, Jefferson, Johnson, Knox, Loudon, McMinn, Marion, Meigs, Monroe, Morgan, Overton, Pickett, Polk, Putnam, Rhea, Roane, Scott, Sequatchie, Sevier, Sullivan, Unicoi, Union, Van Buren, Warren, Washington, White	17.22	22.39	C	3.97	.10	D
NAS Memphis, TN (FDNT) Chester, Crockett, Dyer, Fayette, Gibson, Hardeman, Haywood, Henderson, Lauderdale, McNairy, Madison, Shelby, Tipton	13.48	17.88	A	4.07	.11	E
Redstone Arsenal, AL (FIAM) Giles, Hardin, Lawrence, Lewis, Lincoln, Marshall, Maury, Wayne	15.73	20.41	A	3.18	.10	A
TEXAS						
JPPSO-COS, Colorado Springs CO (KKFA) Armstrong, Bailey, Briscoe, Carson, Castro, Cochran, Cottle, Crosby, Dallam, Deaf Smith, Dickens, Floyd, Hale, Hansford, Hartley, Hockley, Hutchinson, King, Lamb, Lubbock, Moore, Motley, Oldham, Parmer, Potter, Randall, Sherman, Swisher	17.22	22.39	C	4.16	.11	E
Fort Bliss, TX (HAAE) Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, Loving, Pecos, Presidio, Reeves, Terrell, Ward, Winkler	12.32	16.06	A	3.37	.10	C

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TEXAS Continued						
Fort Hood, TX - (HBAT)	12.32	16.06	A	3.72	.10	A
Bell, Bosque, Brown, Burnet, Comanche, Coryell, Falls, Hamilton, Hill, Lampasas, Limestone, Llano, McCulloch, McLennan, Mason, Mills, San Saba						
Fort Polk, LA (FSAT)	15.40	20.19	C	4.21	.11	E
Angelina, Jasper, Nacogdoches, Newton, Orange, Sabine, San Augustine, Shelby						
JPPSO San Antonio, TX (HAFC)	17.22	25.36	C	5.79	.12	G
Andrews, Atascosa, Archer, Austin, Bandera, Bastrop, Baylor, Bexar, Blanco, Borden, Brazoria, Brazos, Burleson, Caldwell, Callahan, Chambers, Childress, Clay, Coke, Coleman, Collingsworth, Colorado, Comal, Concho, Cooke, Crane, Crockett, Dawson, De Witt, Dimmit, Donley, Duval, Eastland, Ector, Edwards, Erath, Fayette, Foard, Fort Bend, Frio, Gaines, Galveston, Garza, Gillespie, Glasscock, Gonzales, Gray, Grayson, Gregg, Grimes, Guadalupe, Hall, Hardeman, Hardin, Harris, Harrison, Haskell, Hays, Hemphill, Hood, Houston, Howard, Irion, Jack, Jackson, Jefferson, Jim Hogg, Jones, Karnes, Kendall, Kent, Kerr, Kimble, Kinney, Knox, La Salle, Lavaca, Lee,`Leon, Liberty, Lipscomb, Lynn, Madison, Marion, Martin, Matagorda, Maverick, McMullen, Medina, Mernard, Midland, Milam, Mitchell, Montague, Montgomery, Nolan, Ochiltree, Palo Pinto, Panola, Parker, Polk, Reagan, Real, Roberts, Robertson, Runnels, Rusk, San Jacinto, Schleicher, Scurry, Shackelford, Somervell, Stephens, Sterling, Stonewall, Sutton, Taylor, Terry, Throckmorton, Tom Green,Travis, Trinity, Tyler, Upshur, Upton, Uvalde, Val Verde, Walker, Waller, Washington, Webb, Wharton, Wheeler, Wichita, Wilbarger, Williamson, Wilson, Wise, Yoakum, Young, Zapata, Zavala						
NAS Corpus Christi, TX (HBNT)	14.30	20.96	B	3.71	.10	D
Aransas, Bee, Brooks, Calhoun, Cameron, Goliad, Hidalgo, Jim Wells, Kenedy, Kleberg, Live Oak, Nueces, Refugio, San Patricio, Starr, Victoria, Willacy						
NAS JRB, Fort Worth, TX (HBNL)	16.89	23.98	C	5.32	.12	G
Anderson, Cherokee, Collin, Dallas, Denton, Ellis, Freestone, Henderson, Johnson, Kaufman, Navarro, Rains, Rockwall, Smith, Tarrant, Van Zandt, Wood						
Red River AD, TX (HBAQ)	16.89	23.98	C	5.32	.12	G
Bowie, Camp, Cass, Delta, Fannin, Franklin, Hopkins, Hunt, Lamar, Morris, Red River, Titus						

Area Application	Item 502 Labor Reg [LAA] 502A	Item 502 Labor O/T [LAA] 502B	Item 532 LC [SEE] 532A	Item 518 SIT 1st Day And W/H [STR] 518B	Item 518 SIT EA ADDL Day [STR] 518A	Item 520 SIT P/D SCH [LAA] 520A
UTAH						
JPPSO-COS, Colorado Springs, CO (KKFA)	21.29	28.33	B	5.56	.12	H
Beaver, Box Elder, Cache, Carbon, Daggett, Davis, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, Salt Lake, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Utah, Wasatch, Washington, Wayne, Weber						
VERMONT						
JPPSO-MASS, Chelmsford, MA (AGFM)	13.20	17.11	A	5.05	.11	E
Addison, Bennington, Caledonia, Chittenden, Essex, Franklin, Grand Isle, Lamoille, Orange, Orleans, Rutland, Washington, Windham, Windsor						
VIRGINIA						
JPPSO-MASS, Chelmsford, MA (AGFM)	17.82	23.21	A	3.72	.11	C
Charles City, Gloucester, James City, King and Queen, King William, Lancaster, Mathews, Middlesex, New Kent, York; **Independent cities of**: Hampton, Newport News, Poquoson, Williamsburg						
Fleet & Industrial Supply Center, Norfolk, VA (BGNC)	17.82	23.21	A	3.72	.11	C
Accomack, Isle of Wight, Northampton, Southampton, Surry**; Independent cities of**: Chesapeake, Franklin, Norfolk, Portsmouth, Suffolk, Virginia Beach						
Fort Lee, VA (BHAQ)	15.40	20.19	C	3.92	.11	C
Albemarle, Alleghany, Amelia, Amherst, Appomattox, Augusta, Bath, Bedford, Bland, Botetourt, Brunswick, Buchanan, Buckingham, Campbell, Carroll, Charlotte, Chesterfield, Craig, Cumberland, Dickenson, Dinwiddie, Floyd, Fluvanna, Franklin, Giles, Goochland, Grayson, Greensville, Halifax, Hanover, Henrico, Henry, Highland, Lee, Louisa, Lunenburg, Mecklenburg, Montgomery, Nelson, Nottoway, Patrick, Pittsylvania, Powhatan, Prince Edward, Prince George, Pulaski, Roanoke, Rockbridge, Russell, Scott, Smyth, Sussex, Tazewell, Washington, Wise, Wythe; **Independent cities of**: Bedford, Bristol, Buena Vista, Charlottesville, Clifton Forge, Colonial Heights, Covington, Danville, Emporia, Galax, Hopewell, Lexington, Lynchburg, Martinsville, Norton, Petersburg, Radford, Richmond, Roanoke, Salem, South Boston, Staunton, Waynesboro						

Area Application	Item 502 Labor Reg [LAA] 502A	Item 502 Labor O/T [LAA] 502B	Item 532 LC [SEE] 532A	Item 518 SIT 1st Day And W/H [STR] 518B	Item 518 SIT EA ADDL Day [STR] 518A	Item 520 SIT P/D SCH [LAA] 520A
VIRGINIA Continued						
JPPSOWA Fort Belvoir, VA (BGAC)	20.74	27.17	A	5.16	.12	J
Arlington, Caroline, Clarke, Culpeper, Essex, Fairfax, Fauquier, Frederick, Greene, King George, Loudoun, Madison, Northumberland, Orange, Page, Prince William, Rappahannock, Richmond, Rockingham, Shenandoah, Spotsylvania, Stafford, Warren, Westmoreland; **Independent cities of**: Alexandria, Fairfax, Falls Church, Fredericksburg, Harrisonburg, Manassas, Manassas Park, Winchester						
WASHINGTON						
JPPSO-COS, Colorado Springs CO (KKFA)	24.20	32.07	A	5.45	.11	I
Adams, Asotin, Chelan (Army/Air Force), Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman						
Fleet & Industrial Supply Center, Bremerton, WA (JENQ)	35.42	47.19	D	8.00	.15	P
Chelan (Navy/Marine Corps/Coast Guard), Clallam, Grays Harbor, Island, Jefferson, King (Navy/Marine Corps/Coast Guard), Kittitas (Navy/Marine Corps/Coast Guard), Kitsap, Mason, Pacific, San Juan, Skagit, Snohomish, Whatcom						
JPPSO-Lewis, Ft Lewis, WA (JEAT)	35.42	47.19	D	8.00	.15	P
Benton, Clark, Cowlitz, King (Army/Air Force), Kittitas (Army/Air Force), Klickitat, Lewis, Pierce, Skamania, Thurston, Wahkiakum, Yakima						
WEST VIRGINIA						
CE Kelly Support Facility, Oakdale, PA (DMAC)	27.78	36.69	C	6.31	.12	K
Barbour, Boone, Braxton, Brooke, Cabell, Calhoun, Clay, Doddridge, Fayette, Gilmer, Greenbrier, Hancock, Harrison, Jackson, Kanawha, Lewis, Lincoln, Logan, Marion, Marshall, Mason, Mingo, Monongalia, Nicholas, Ohio, Pleasants, Preston, Putnam, Raleigh, Ritchie, Roane, Taylor, Tyler, Upshur, Wayne, Wetzel, Wirt, Wood, Wyoming						

Area Application	Item 502 Labor Reg [LAA] 502A	Item 502 Labor O/T [LAA] 502B	Item 532 LC [SEE] 532A	Item 518 SIT 1st Day And W/H [STR] 518B	Item 518 SIT EA ADDL Day [STR] 518A	Item 520 SIT P/D SCH [LAA] 520A
WEST VIRGINIA Continued						
Fort Detrick, MD (BBAV) Berkeley, Jefferson, Morgan	12.43	17.55	A	3.18	.10	A
Fort Lee, VA (BHAQ) McDowell, Mercer, Monroe, Summers	24.37	36.52	B	4.03	.11	C
JPPSOWA Fort Belvoir, VA (BGAC) Grant, Hampshire, Hardy, Mineral, Pendleton, Pocahontas, Randolph, Tucker, Webster	20.35	30.53	C	3.18	.10	A
WISCONSIN						
NTC Great Lakes, IL (GLNT) Adams, Brown, Calumet, Columbia, Crawford, Dane, Dodge, Door, Fond du Lac, Grant, Green, Green Lake, Iowa, Jefferson, Juneau, Kenosha, Kewaunee, Lafayette, Langlade, Lincoln, Manitowoc, Marathon, Marquette, Menominee, Milwaukee, Oconto, Outagamie, Ozaukee, Portage, Racine, Richland, Rock, Sauk, Shawano, Sheboygan, Vernon, Walworth, Washington, Waukesha, Waupaca, Waushara, Winnebago, Wood	25.14	37.79	D	7.56	.13	I
USATO Fort Snelling, MN (GBAC) Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Florence, Forest, Iron, Jackson, LaCrosse, Marinette, Monroe, Oneida, Pepin, Pierce, Polk, Price, Rusk, St. Croix, Sawyer, Taylor, Trempealeau, Vilas, Washburn	30.20	39.16	D	7.72	.13	J
WYOMING						
JPPSO-COS, Colorado Springs CO (KKFA) All Counties	21.29	28.33	C	5.56	.12	H

Item 501 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. 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: $21.50 (501A) per hour

   2) Labor: See billing note.

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 paragraph 500 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:	$30.90	$42.90
NEW YORK: When service is performed in the state of NY, area of responsibility of DBAQ, AGFM and DCAT, these rates apply:	25.75	34.60
ALL OTHER POINTS WITHIN CONUS:	12.10	17.15

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:	34.31	51.69
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)	$48.65	(502A)
	(2)	46.60	(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)	58.00	(502B)
	(2)	55.50	(502B)
During all hours on Sunday and holidays	(1)	72.85	(502C)
	(2)	69.50	(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. 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 $21.50 (503A) per hour per vehicle less free waiting time.

c. Free waiting time is allowed as follows: 3 hours for direct deliveries, 1 hour for deliveries from SIT, and 1 hour for attempted pickup of HHG only.

d. 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.

e. 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 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, one hour.

f. 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 $14.25 (504B) per shipment for either a pickup or delivery. (Minimum weight has no bearing on UB.)

Item 505 Reweighing

(505A) - Reweigh – HHG

The TSP will reweigh the shipment prior to delivery when requested to do so by the PPSO. The reweigh charge of $59.60 (fifty-nine dollars and sixty cents applies).

a. The lower of the two net scales weights will be used for determining transportation charges.

b. Reweigh provisions are not applicable when constructive weight is used in accordance with Chapter 2.

c. Shipments originating in Korea from places other than Osan, Yongsan, Taegu (20th Support Group), and Kunsan AB must be reweighed at destination. The destination weight will apply and there will be no cost to the Government for the reweigh.

(505B) - Reweigh – UB

a. The TSP will reweigh the shipment when requested to do so by the PPSO. The reweigh charge of $26.84 (twenty-six dollars and eighty-four cents) applies.

b. The lower of the two gross scale weights will be used for determining transportation charges

c. Reweigh provisions are not applicable when constructive weight is used in accordance with Chapter 2.

Item 506 RESERVED FOR FUTURE USE

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 type 2 containers. Each crate/container should be billed separately.

Billing Note 2: If TSPs utilize crates retained by the member from a previous move, use the applicable labor rates contained in Item 502 when billing for regular labor services under sub item 508D, overtime labor services under sub item 508E, or Sunday/holiday labor services (Alaska only) under sub item 508F.

a. Compensation to the TSP is authorized for construction of crates/containers necessary for safe transit of motorcycles, mopeds, minibikes and items of unusual nature such as but not limited to, hang gliders, sailboards, hot tubs, slate pool tables, marble/glass table tops and certain grandfather clocks (protruding glass faces), etc.

b. External shipping containers (FED SPEC PPP-B 601) are authorized for items that will not fit into standard HHG shipping containers.

   1) Compensation: $9.15 (508C) per cubic foot, no minimum charge. TSP's must bill the actual cubic foot dimensions. No rounding of cubic dimensions is allowed.

   2) Container becomes property of the Government.

c. Internal crates (MIL SPEC MIL-C-53950, TYPE 1, STYLE B) are authorized for items that will fit into standard HHG shipping containers but require additional protection for safe transit.

   1) Compensation: $12.59 (508A) per crate or $5.58 (508B) per cubic foot, whichever is greater. TSP's must bill the actual cubic foot dimensions. No rounding of cubic dimensions is allowed.

   2) Crates remain the property of service member.

d. This item does not apply to rug or sofa boxes.

e. Transportation Service Providers are responsible for notifying the PPSO of any item requiring crates/containers prior to performing any services. The PPSO is responsible for determining the necessity of requests for crating by Transportation Service Providers, as well as service members. The PPSO must provide authorization prior to construction of crates/containers, except for vehicular equipment. Vehicular equipment, such as motorcycles, mopeds, mini-bikes and ATV's are automatically approved for crating and do not require prior approval from the PPSO.

f. If a TSP utilizes crates retained by the member from a previous move, compensation for service performed will be made under labor costs.

g. Flat screen television(s) should be packed in the original container, if available and serviceable. If original packing materials are not available, flat screen television(s) may be crated for maximum protection upon PPSO approval. TSP's may also utilize corrugated cartons designed specifically for flat screen television(s) at no additional cost to the Government. Flat screen television(s) include Plasma 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.

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
$45.95 per extra pickup/delivery	14.10 per extra pickup/delivery	68.40 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
.20 cents per cwt per 10	.10 cents per cwt per 10	.50 cents per cwt per 10

mile increment or fraction thereof	mile increment or fraction thereof	mile increment or fraction thereof

For example, if a TSP is ordered to perform an extra pickup for a 12,000lb. HHG shipment that is located 125 miles from origin within CONUS, the TSP shall bill $45.95 plus [(.20*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 $17.10 (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)

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 are under Item 503 applies 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 Attempted Pickup and Direct Delivery Charges

(511A) - Attempted pickup - vehicle hours
(511B) - Attempted pickup - labor - regular
(511C) - Attempted pickup - labor - overtime
(511D) - Attempted pickup - labor - Sunday/holiday - Alaska only
(511E) - Attempted pickup - waiting time

Billing Note 1: Use the applicable labor rates contained in Item 502 when billing regular labor services under sub item 511B, overtime labor services under sub item 511C, or Sunday/holiday labor services (Alaska only) under sub item 511D.

Billing Note 2: Use the per hour per vehicle rate under Item 503 when billing waiting time under sub item 511E.

a. Whenever attempted pickup or direct delivery occurs, under conditions stated in definition of the Chapter I Terms and Definitions), service will be supported by DD Form 619 certified by the PPSO.

b. Charges for this service will be computed as follows:

1) Per vehicle: $21.50 (511A) per hour

2) Labor: See billing note 1.

3) Waiting Time: One hour free time in accordance with Item 503. (HHG only)

Item 512 Code 3 Billing Codes

(512A) -- Ocean Compensation Rates

(512B) -- 12.5% increase when 45 feet or over containers are utilized

(512C) -- Bunker Adjustment Factor

(512D) -- Currency Adjustment Factor

Carriers must utilize the billing codes provided under this item when billing through DPS for Code 3 shipments.

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

(513A) – Fuel Surcharge – LHS

(513B) - Fuel Surcharge – Delivery From SIT

Billing Note: 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.

The Fuel-Related Rate Adjustment Policy No. TR-12 can be found on SDDC's website at www.sddc.army.mil.

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 subitem 514B.

Billing Note 2: Use the applicable labor rates contained in Item 502 when billing regular labor services under subitem 514C, overtime labor services under subitem 514D, or Sunday/holiday labor services (Alaska only) under subitem 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 service member. 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 1302i. 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 $5.05 (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 of warehouse where SIT service is provided. 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 initial pickup at origin will apply.

b. This item applies when SIT is ordered by a PPSO and performed by a TSP or its agent.

   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. If the goods are removed from storage on the same day they are placed in storage, 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 by the PPSO in writing via email, facsimile, or U.S. Postal Service mail: the liability of the TSP shall terminate at midnight on the 90th day or at the end of the extended SIT period 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 paragraph 500, 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 of Warehouse where SIT service is provided

Overseas Area	1st day of SIT	EA Additional

	and Warehouse Handling NWCT (518C)	Day NWCT (518D)
ALASKA	$5.27	$0.19
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	$2.93	$0.09
GUATEMALA, HONDURAS, PERU & VENEZUELA	$4.33	$0.12
HAWAII	$6.21	$0.20
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	$5.06	$0.14
UNITED KINGDOM	$5.67	$0.19
URUGUAY	$2.99	$0.08
ANY OTHER POINT OTHER THAN THOSE LISTED ABOVE	$3.36	$0.08

Item 519 SIT and Warehouse Handling Charges – UB

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

Billing Note 1: Charges are based on a minimum of 300 pounds gross.

Rates are in dollars and cents per gross CWT and apply in territory or areas shown below, based on location of warehouse where SIT service is provided:

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	$2.33	$0.10
OVERSEAS:		
ALASKA (ALL ZONES)	$3.09	$0.15
AUSTRALIA	$5.76	$0.23
BELGIUM	$5.15	$0.26
GERMANY	$6.22	$0.33
HAWAII	$5.35	$0.16
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	$4.27	$0.22
SCOTLAND/UNITED KINGDOM	$5.62	$0.28
ALL OTHER OVERSEAS AREAS	$2.47	$0.10

NOTE 1: Delivery to residence will be made on the date specified by the PPSO provided the PPSO has given the TSP 3 working days notice. TSP must deliver shipment no later than 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 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.

NOTE 2: 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: The applicable rate is based on mileage and location 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.

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

1) From residence to SIT facility at origin.

2) From destination SIT facility to final residence.

NOTE: Applies to shipments stored at either commercial or Government facility.

b. Shipments stored within CONUS:

1) Pickup or delivery within a 50-mile driving radius of SIT facility, apply the rates in applicable schedule in this item.

2) Pickup or delivery beyond 50-mile driving radius of SIT facility, apply applicable schedule in this item plus rate for additional mileage beyond 50 miles, as contained in linehaul table. See Item 530. The combined cost is billed under 520B.

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, U, V, W, and X), apply the applicable rate table. See Item 530.

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. These shipments must be terminated at the SIT facility and reshipped.

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 initial pickup at origin will apply.

f. See Item 500, 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 with CONUS, refer to	ITEM 500
AT ANY POINT OUTSIDE CONUS, excluding Canada	T, U, V, W, X OR APPLICABLE RATE TABLE.
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
All other points within Canada	R

PICKUP OR DELIVERY TRANSPORTATION RATE SCHEDULES:		RATES
		(520A)
SCHEDULES A:	500 to 999 lbs. incl. (Break Point Weight - 588 lbs.)	20.50
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,683 lbs.) .	12.04
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,421 lbs.)	10.15
	4,000 lbs. and over	8.66
SCHEDULES B:	500 to 999 lbs. incl. (Break Point Weight - 559 lbs.)	$23.15
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,682 lbs.)	12.93
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,514 lbs.)	10.87
	4,000 lbs. and over	9.54
SCHEDULES C:	500 to 999 lbs. incl. (Break Point Weight - 575 lbs.)	$24.32
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,685 lbs.)	13.95
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,601 lbs.)	11.75
	4,000 lbs. and over	10.58
SCHEDULES D:	500 to 999 lbs. incl. (Break Point Weight - 588 lbs.)	$26.16
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,656 lbs.)	15.36
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,561 lbs.)	12.72
	4,000 lbs. and over	11.31
SCHEDULES E:	500 to 999 lbs. incl. (Break Point Weight - 597 lbs.)	$28.31
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,607 lbs.)	16.83
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,696 lbs.)	13.50
	4,000 lbs. and over	12.48
SCHEDULES F:	500 to 999 lbs. incl. (Break Point Weight - 610 lbs.)	$30.28
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,618 lbs.)	18.45
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,468 lbs.)	14.91
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,728 lbs.)	12.93
	8,000 lbs. and over	12.48
SCHEDULES G:	500 to 999 lbs. incl. (Break Point Weight - 628 lbs.)	$31.97
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,612 lbs.)	20.05
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,382 lbs.)	16.15
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,312 lbs.)	13.66
	8,000 lbs. and over	12.48
SCHEDULES H:	500 to 999 lbs. incl. (Break Point Weight - 630 lbs.)	$34.32
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,620 lbs.)	21.58
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,295 lbs.)	17.48
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6939 lbs.)	14.41
	8,000 lbs. and over	12.48

SCHEDULES I:	500 to 999 lbs. incl. (Break Point Weight - 633 lbs.)	$36.58
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,620 lbs.)	23.15
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,279 lbs.)	18.75
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6,508 lbs.)	15.36
	8,000 lbs. and over	12.48
SCHEDULES J:	500 to 999 lbs. incl. (Break Point Weight - 641 lbs.)	$39.07
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,613 lbs.)	25.06
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,244 lbs.)	20.20
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6,566 lbs.)	16.38
	8,000 lbs. and over	13.44
SCHEDULES K:	500 to 999 lbs. incl. (Break Point Weight - 651 lbs.)	$41.36
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,607 lbs.)	26.89
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,252 lbs.)	21.58
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6,528 lbs.)	17.55
	8,000 lbs. and over	14.34
SCHEDULES L:	500 to 999 lbs. incl. (Break Point Weight - 665 lbs.)	$42.45
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,620 lbs.)	28.21
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,203 lbs.)	22.86
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6,587 lbs.)	18.31
	8,000 lbs. and over	15.07
SCHEDULES M:	500 to 999 lbs. incl. (Break Point Weight - 650 lbs.)	$44.22
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,607 lbs.)	28.73
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,249 lbs.)	23.07
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,310 lbs.)	18.75
	8,000 lbs. and over	17.12
SCHEDULES N:	500 to 999 lbs. incl. (Break Point Weight - 647 lbs.)	$48.41
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,625 lbs.)	31.29
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,226 lbs.)	25.41
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,198 lbs.)	20.50
	8,000 lbs. and over	18.45
SCHEDULES O:	500 to 999 lbs. incl. (Break Point Weight - 652 lbs.)	$52.08
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,620 lbs.)	33.92
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,241 lbs.)	27.47
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,208 lbs.)	22.26
	8,000 lbs. and over	20.05
SCHEDULES P:	500 to 999 lbs. incl. (Break Point Weight - 653 lbs.)	$56.26
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,609 lbs.)	36.73
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,244 lbs.)	29.53
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,215 lbs.)	23.94
	8,000 lbs. and over	21.58

SCHEDULES Q:	500 to 999 lbs. incl. (Break Point Weight - 655 lbs.)	$60.17
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,609 lbs.)	39.37
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,258 lbs.)	31.68
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,157 lbs.)	25.77
	8,000 lbs. and over	23.07

SCHEDULES R:	500 to 999 lbs. incl. (Break Point Weight - 652 lbs.)	$39.12
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,545 lbs.)	25.52
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,410 lbs.)	19.69
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,139 lbs.)	16.77
	8,000 lbs. and over	14.97

SCHEDULES S:	500 to 999 lbs. incl. (Break Point Weight - 652 lbs.)	$42.30
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,607 lbs.)	27.59
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,254 lbs.)	22.15
	4,000 to 7,999 lbs. incl. (Break Point Weight - 7,198 lbs.)	16.33
	8,000 lbs. and over	16.22

SCHEDULES T: HAWAII:	500 to 999 lbs. incl. (Break Point Weight - 640 lbs.)	$33.19
	1,000 to 1,999 lbs. incl. (Break Point Weight - 1,614 lbs.)	20.88
	2,000 to 3,999 lbs. incl. (Break Point Weight - 3,268 lbs.)	16.91
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6,529 lbs.)	13.93
	8,000 lbs. and over	12.07

SCHEDULES U: Reserved for Future Use

SCHEDULES V: ALASKA: Any point within the State when point of pick-up or delivery and warehouse are both located within a distance of 50 miles or less.

500 to 999 lbs. incl. (Break Point Weight - 674 lbs.)	$47.53
1,000 to 1,999 lbs. incl. (Break Point Weight - 1,849 lbs.)	32.02
2,000 to 3,999 lbs. incl. (Break Point Weight - 3,842 lbs.)	29.60
4,000 to 7,999 lbs. incl. (Break Point Weight - 6,967 lbs.)	28.41
8,000 to 11,999 lbs. incl. (Break Point Weight - 10,576 lbs.)	24.76
12,000 lbs. and over	21.81

NOTE: When points are beyond 50 miles, add to 50 mile charge shown above, $3.79 per mile per shipment for each mile in excess of 50 miles.

SCHEDULES W: PUERTO RICO: Any point.

500 lbs. and over	$4.33

SCHEDULES X: GUAM: Any point.

500 to 999 lbs. incl. (Break Point Weight - 670 lbs.)	$7.48
1,000 to 1,999 lbs. incl. (Break Point Weight - 1,545 lbs.)	5.00
2,000 to 3,999 lbs. incl. (Break Point Weight - 3,476 lbs.)	3.87
4,000 lbs. and over	3.36

Item 521 Pickup or Delivery Transportation Rate to Apply to SIT - 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.

a. Rates apply for pickup of shipments at residence and transportation to origin agents warehouse for SIT or for delivery from SIT at destination agent's warehouse to residence or other final delivery point.

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

b. Rates apply in territory or areas shown below based on location of warehouse where SIT service is provided. Charges are subject to a **$47.02** (521K) minimum per shipment.

c. The following rates apply within 30-mile radius of warehouse:

APPLICABLE RATES WHEN WAREHOUSE IS LOCATED AT:	RATES PER GROSS CWT
Any point within CONUS (521A)	$21.12
Overseas:	
Alaska (521C)	20.27
Germany (521E)	9.99
Hawaii (521G)	17.81
All other overseas areas (521I)	5.80

d. For distances over a 30-mile radius:

   1) Within CONUS and the Island of Oahu, Hawaii, apply the rates in the applicable linehaul rate tables or the above rates, whichever is greater, subject to $60.30 (521B) minimum charge per shipment.

   2) Overseas (except Germany, Alaska, and Hawaii), apply the rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to $38.64 (521J) minimum charge per shipment.

   3) Within Alaska, apply the rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to $60.30 **(**521D) minimum charge per shipment.

   4) Germany (either origin and/or destination) apply rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to $38.53 (521F) minimum charge per shipment.

   5) An administrative fee of $19.68 (521L) per shipment.

e. For delivery or pickup of shipments from/to SIT to Islands of Hawaii other than Oahu, the rate of $11.88 (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 member's concurrence, additional charges WILL NOT APPLY.

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

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 linehaul 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 area (both CONUS and overseas). Applicable payments are authorized as follows:

a) $24.56 (522B**)** per net CWT in CONUS; $33.65 (522B) per net CWT in overseas areas for packing, including the use of packing materials and stuffing into HHG containers.

b) SIT charges, warehouse handling charges, and delivery to SIT, when required and authorized.

c) When SIT is not ordered, apply applicable linehaul rate table to cover local drayage charges, when applicable.

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

a) $24.56 (522C) per net CWT in CONUS; $33.65 (522C) per net CWT in overseas areas for packing, including the use of packing materials and stuffing into HHG containers.

b) Apply applicable linehaul rate tables to cover local drayage from residence to warehouse.

c) Applicable linehaul rates found in rate tables from origin warehouse to point of termination.

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

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 linehaul 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 area (both CONUS and overseas). Applicable payments are authorized as follows:

a) $21.71 (523B) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

b) SIT charges, warehouse handling charges, and delivery to or from SIT, when required and authorized.

c) Unpacking charges, if applicable.

d) When SIT is not ordered, apply applicable linehaul rate table to cover local drayage charges.

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

a) $21.71 (523C) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

b) Applicable linehaul rates for mileage from origin to point of termination.

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

d) Unpacking charges, if applicable.

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.

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 service members' 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 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 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 SDDC-approved rate on file or negotiates an acceptable OTO rate with 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 SDDC approved rate on file to the new destination, that SFR, less $12.50 (524A) per net CWT in CONUS, $18.00 (524A) per net CWT in overseas 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, 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, 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 SDDC-approved rate on file.

3) SFR reductions for nonperformance of packing will not apply when OTO rates are solicited by 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 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 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, SDDC-approved rate on file or negotiates an acceptable OTO rate with 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, 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, 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, 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: Linehaul 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 30 miles from the original destination point.

Billing Note 2: A port handling charge will apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the port handling charge as 526B using rates under either code 518C, 1st day of SIT and warehouse handling – HHGs, or code 519A, 1st day of SIT and warehouse handling – UB.

Billing Note 3: Diversion of some shipments affect 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 will apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the storage charge as 526C, using rates from either Item 518C and 518D for HHG or Item 519A and 519C for UB shipments.

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. Diversions requests for OTO shipments must be submitted by PPSO to SDDC-PP-PO for processing. and will be approved on a case by case basis.

b. The term "diverted" or "diversion" as used herein means a change to a new destination point more than 30 miles from the original destination point. 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 30 miles 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 30 miles from the original destination point, the transportation charges as stated below in this item will apply.

   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 TSP to locate the shipment at 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 preapproval) a diversion charges, of $40.00 (526A) per shipment and, when applicable, the following additional provisions, rates and charges will apply:

Layout A. CONUS Origin

1) Shipment diverted at CONUS ocean or aerial port of embarkation (POE)

   a) Diverted to a CONUS destination point.

      1. There will be no diversions to a CONUS destination point.

2. Shipment will be terminated at the POE and the international nature of the movement will cease. (See Termination of Shipment).
3. Movement to the CONUS destination point will be affected under domestic procedures.

b) Diverted to a different overseas rate area using the same (original) POE where diversion is effected. Use of the TSP's SFR from origin to new overseas rate area (See Note 2).

c) Diverted to a different overseas rate area using a different (new) POE

1. Use applicable linehaul rate table from the origin to the original POE where diversion is effected.
2. Use the TSP's SFR from the original POE where diversion is effected to the new overseas rate area (See Note 2).

2) Shipment diverted at overseas ocean or aerial port of debarkation (POD)

a) Diverted to a CONUS destination point

1. There will be no diversion to a CONUS destination point.
2. The shipment will be terminated at the POD and reshipped to CONUS. (See Reshipments and Termination of Shipment.)

b) Diverted to an overseas destination point in the same overseas rate area as the original destination point. Use the TSP's SFR from origin to destination rate area (no change in SFR).

c) Diverted to an overseas destination point in another overseas rate area which uses the same (original) POD. Use the TSP's SFR from origin to new overseas rate area (see Note 2).

d) Diverted to an overseas destination point in another overseas rate area which uses a different POD but no further over water transportation is required.

1. Use TSP's SFR to the original POD where diversion is effected.
2. Use the intertheater or intratheater transportation rate from the POD where diversion is effected to the new destination, as applicable (see Notes 1 and 2).

e) Diverted to an overseas destination point in another overseas rate area which uses a different (new) POD and where further over water transportation is required.

1. There will be no diversion to a new overseas rate area requiring further over water transportation.
2. This shipment will be terminated at the POD in accordance with Termination of Shipment.
3. Use of the intertheater or intratheater rate and procedure from the POD where termination is effected to the new destination point. (See Note 1.)

3) Shipments diverted at overseas destination

a) Diverted to a CONUS destination point.

1. There will be no diversion to a CONUS destination point.
2. Shipment will be terminated at the overseas destination point and reshipped. (See Termination of Shipment and Reshipment.)

b) Diverted to an overseas destination point in the same overseas rate area as the original destination point.

1. Use the TSP's SFR from origin to destination rate area. (No change in SFR).
2. Use applicable linehaul rate table for mileage rate between original and new destination.
3. A handling charge equal to warehouse handling charge will apply.

c) Diverted to an overseas destination point in another rate area..

1. There will be no diversion.
2. The shipment should be terminated.
3. The applicable PPSO will attempt to book this shipment with current TSP to the ultimate destination. If the TSP does not have a rate on file then the PPSO must contact SDDC, SDDC-PP-PO and submit an OTO request to attempt to maintain liability with the same TSP.
4. SFR reductions for nonperformance of packing will apply when shipment is tendered to the TSP using their rate on file.

e) Diverted to an overseas destination point in another overseas rate area which requires further over water transportation.

1. There will be no diversion. The original SFR will apply.
2. Shipment will be reshipped in accordance with rules for reshipments.

Layout B. Overseas Origins

1) Shipment diverted at overseas ocean or aerial port of embarkation (POE).

a) Diverted at overseas POE, on an intertheater or intratheater movement, to a destination point in CONUS.

1. There will be no diversion.
2. The shipment will be terminated at the overseas POE. Use the intertheater transportation rate and procedure from the origin to overseas POE where termination is effected. (Termination of Shipment will apply.)
3. Reshipment to the new CONUS destination will be made under the provisions of Reshipments.

b) Diverted at overseas POE from a destination point in one CONUS rate area to a new destination point in another CONUS rate area.

1. Use the TSP's SFR from the origin to the new CONUS rate area.
2. If the TSP does not have a SFR from origin to the new CONUS rate area, terminate and reship in accordance with provisions contained herein.

c) Diverted at overseas POE to an overseas destination point in the same overseas rate area as the POE where diversion is effected.

1. Use the intratheater transportation rate and procedure for movement from origin to the POE where diversion is effected.
2. Use the intratheater transportation rate from the POE where diversion is effected to the new destination point (see Notes 1 and 2).

d) Diverted at overseas POE to another overseas destination point in another overseas rate area.

1. Use the intertheater or intratheater transportation rate and procedure from origin to the POE where diversion is effective.
2. Use the intratheater or intertheater transportation rate from the POE where diversion is effected to the new destination point (see Notes 1 and 2).

2) Shipment diverted at CONUS/overseas ocean or aerial port of debarkation (POD).

a) Diverted at CONUS POD to a new CONUS destination point in the same CONUS rate area as the original destination point. Use the TSP's SFR from origin to destination CONUS rate area (no change in SFR).

b) Diverted at CONUS POD to a destination point in another CONUS rate area which uses the same POD.

1. Use the TSP's SFR from origin to the new CONUS rate area.

2. If the TSP does not have a SFR on file from origin to the new CONUS rate area, use TSP's SFR to the original CONUS destination rate area with land mileage adjustment computed as follows:

a. If mileage between the CONUS POD used and the original destination point is less than the distance between the CONUS POD used and the new destination point, the TSP will be paid for such excess mileage in accordance with applicable linehaul rate tables in addition to the applicable SFR.

b. If the mileage between the CONUS POD used and original destination point exceeds the distance between the CONUS POD used and the new destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable linehaul rate table for the difference in mileage. This amount will be deducted from the applicable SFR.

c) Diverted at CONUS POD to a destination point in another CONUS rate area which uses different POD.

1. Use SFR from origin to the original CONUS destination rate area with land mileage adjustment for mileage differential between CONUS POD used to original destination and CONUS POD used to the new destination.

2. Adjustments for mileage differentials will be computed as follows:

a. If mileage between the CONUS POD used and the original destination point is less than the distance between the CONUS POD used and the new destination point, the TSP will be paid for such excess mileage in addition to the applicable SFR.

b. If mileage between the CONUS POD used and the original destination point exceeds the distance between the CONUS POD used and the new destination point, and adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable linehaul rate table for the difference in mileage, this amount will be deducted from applicable SFR.

d) Diverted at CONUS POD to a destination point in overseas rate area.

1. There will be no diversion.

2. Shipment will be terminated at the POD and reshipped to the new overseas destination. (See Termination of Shipment and Reshipment.)

e) Diverted at an overseas POD, on an intertheater or intratheater movement to a destination point in CONUS.

1. There will be no diversion.

2. The shipment will be terminated at the overseas POD. Use the intertheater or intratheater transportation rate and procedure from the origin to the overseas POD where termination is effected.

3. Reshipment to the new CONUS destination will be made under provisions of Reshipment.

f) Diverted at overseas POD to a new destination point in an overseas rate area.

1. Use the intertheater or intratheater transportation rate and procedure from the origin to POD where diversion is effected.

2. Use the intertheater or intratheater transportation rate from POD when diversion is effected to the new destination point (see Notes 1 and 2).

3) Shipment diverted at CONUS destination.

a) Diverted to another CONUS destination.

1. Use TSP's SFR to original destination.

2. Use applicable linehaul rate table for the mileage rate between original and new destination.

3. A holding charge equal to minimum storage rate and a handling charge equal to warehouse handling charge will apply.

b) Diverted to another overseas area. There will be no diversion to an overseas area. Shipment will be reshipped.

4) Inter/Intra Theater Shipments. Shipments diverted at intermediate ocean/aerial port.

a) There will be no diversion.

b) The shipment will be terminated at the intermediate port. (See Termination of Shipment.)

c) Reshipment to new destination will be made on new PPGBL. (See Reshipments.)

NOTE 1: If the instructions for charges herein indicate the use of a SFR or an intertheater or intratheater 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 linehaul rate table will have no application.

NOTE 2: 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 overseas 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 linehaul 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 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 linehaul 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 linehaul rate table. In either case, such adjustments should be made to the TSP's SFR and be billed referencing code "LHS" instead of 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.

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(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 Ch. 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 linehaul rate table in addition to the applicable SFR.

   2 f 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 linehaul 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 linehaul 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 MAT other than the designated MAT shown in 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 linehaul rate table. In either case, such adjustments should be made to the TSP's SFR and be billed referencing code "LHS" instead of 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 this 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 linehaul 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 linehaul rate table for the difference in mileage. This amount will be deducted from the SFR.

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 linehaul 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 linehaul 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. This should be used for the purposes of calculating any excess mileage due to use of an alternate (MAT). The final destination of the shipment will have no bearing on the calculation of excess mileage. The port agent must submit to the TSP for billing, a copy of the TCMD provided by AMC, showing the alternate MAT used and the excess distance in mileage to the port agent's facility. The TSP will submit all billings to DFAS. 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 linehaul TSP bill of lading

   5) Certificate issued by a PPSO or terminal officer showing the Ocean/Aerial Port used

Item 530 Linehaul 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 Linehaul 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:

a. Shipment weighs 3,450 pounds, moving 510 miles. Under Chapter 5, Appendix 5A the rate would be 3,450 pounds times $17.50 per CWT equals $603.75.

b. Using the lowest weight in the next weight bracket 4,000 pounds times the rate in that bracket ($14.15) equals $566.00.

c. The correct charge for the above shipment is the lower of the two computations, namely $566.00.

Item 531 Partial Delivery Weighing

(531A) – Partial delivery weighing

Billing Note: Item 219, partial withdrawal (weighing), will also be billed using Item 505. 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 truck or platform scales. A weighing fee of **$58.85** (531A) will apply. TSP must forward weight tickets to origin PPSO, who in turn will enter weight information into 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 the entrance to the facility. Approval must be granted prior to performing these services.

See Item 223b(5) for application of charges.

See Item 500 for the CONUS geographical application of rate schedules below. Schedule C below is to be applied for all overseas areas.

RATES IN DOLLARS AND CENTS SCHEDULES

	A	B	C	D
CWT	.55	.66	.94	1.16

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. A description of the service is required (SEE APPENDIX A).

Item 534 Tender of Delivery of Containerized Shipments - HHG

a. Transportation Service Provider must notify PPSO of arrival of containerized shipment and provide first available delivery date within one workday after arrival at agent's facility.

b. If notification is before 12 noon, the PPSO will furnish delivery instruction or SIT control number by 5 p.m. on date of notification, provided that either the RDD or the transit time has been reached, whichever is earlier. Delivery must be on the day of notification or following workday, otherwise SIT number must be provided. If a direct delivery address exists then SIT approval will be effective on the Transportation Service Providers' first available delivery date, not the date of notification, provided that either the RDD or the transit time has been reached, whichever is earlier. If no direct delivery address exists then SIT approval is not dependent on RDD or transit times (SIT is effective on the TSP's first available delivery date, not the date of notification).

c. If notification is after 12 noon, the PPSO will furnish delivery instructions or SIT control number by 12 noon the following workday, provided that the RDD or transit time has been met. Delivery must be within 2 workdays following notification of delivery, otherwise SIT number will be provided. If a direct delivery address exists then SIT approval will be effective on the Transportation Service Providers' first available delivery date, not the date of notification, provided that either the RDD or the transit time has been reached, whichever is earlier. If no direct delivery address exists then SIT approval is not dependent on RDD or transit times (SIT is effective on the TSP's first available delivery date, not the date of notification).

(1) The PPSO will provide notification of SIT approval or delivery instruction within 24 hours of time of
(2) The SIT control number will be equal to the Transportation Service Provider's first available delivery date, not the date of notification.
(3) For direct deliveries only, SIT will not be authorized before the RDD or transit time, whichever is earlier.

d. Waiting time will commence upon expiration of the time limits above.

NOTE: In both scenarios b and c, SIT approval will be effective on the Transportation Service Providers' first available delivery date, not the date of notification.

Item 535 Tender of Delivery - UB

a. Transportation Service Provider must notify the PPSO of arrival of a shipment within 1 working day after arrival at the agent's facility. Exception: Shipments weighing 250 pounds or less may be delivered direct and the PPSO notified within 48 hours of delivery.

b. If notification is before 12 noon, the PPSO will furnish delivery instructions or SIT control number by 5 p.m. on the date of notification. Delivery must be on the date of notification or the following workday, otherwise SIT control number must be provided. SIT will be effective on the date of notification, provided that either the RDD or the transit time has been met, whichever is earlier. If no direct delivery address exists then SIT approval is not dependent on RDD or transit times (SIT is effective on the TSP's first available delivery date, not the date of notification).

c. If notification is after 12 noon, the PPSO will furnish delivery instructions or SIT control number by 12 noon the following workday, provided RDD or transit time has been met. Delivery must be within 2 days following notification of arrival by Transportation Service Provider, otherwise SIT will be effective on the workday following Transportation Service Provider notification to PPSO, provided RDD or transit time has been met, whichever is earlier. If no direct delivery address exists then SIT approval is not dependent on

RDD or transit times (SIT is effective on the TSP's first available delivery date, not the date of notification).

Schedule "A" – Household Goods Conus Linehaul Rates Including Alaska & Hawaii

MILES	500 TO 999 LBS	BRK PT.	1,000 TO 1,999 LBS	BRK PT.	2,000 TO 3,999 LBS	BRK PT.	4,000 TO 7,999 LBS	BRK PT.	8,000 TO 11,999 LBS	BRK PT.	12,000 LBS & OVER
1-10	11.55	654	7.55	1683	6.35	3465	5.5	6546	4.5	11601	4.35
11-20	12	667	8	1651	6.6	3364	5.55	6703	4.65	11484	4.45
21-30	12.6	671	8.45	1645	6.95	3367	5.85	6428	4.7	11490	4.5
31-40	13.3	651	8.65	1642	7.1	3353	5.95	6589	4.9	11511	4.7
41-50	13.95	649	9.05	1658	7.5	3387	6.35	6237	4.95	11516	4.75
51-60	14.55	636	9.25	1655	7.65	3373	6.45	6636	5.35	11103	4.95
61-70	15.15	641	9.7	1650	8	3301	6.6	6728	5.55	11568	5.35
71-80	15.7	647	10.15	1616	8.2	3366	6.9	6783	5.85	11385	5.55
81-90	16.45	639	10.5	1620	8.5	3342	7.1	6705	5.95	11799	5.85
91-100	17.1	629	10.75	1619	8.7	3426	7.45	6873	6.4	11157	5.95
101-110	17.7	633	11.2	1617	9.05	3315	7.5	6881	6.45	11163	6
111-120	18.25	633	11.55	1594	9.2	3283	7.55	6941	6.55	11726	6.4
121-130	18.8	636	11.95	1574	9.4	3256	7.65	6902	6.6	11728	6.45
131-140	19.25	639	12.3	1578	9.7	3258	7.9	6937	6.85	11475	6.55
141-150	19.8	637	12.6	1588	10	3181	7.95	6944	6.9	11914	6.85
151-160	20.2	644	13	1570	10.2	3197	8.15	6872	7	11915	6.95
161-170	20.7	648	13.4	1538	10.3	3282	8.45	7054	7.45	11276	7
171-180	21.2	647	13.7	1548	10.6	3246	8.6	7024	7.55	11285	7.1
181-190	21.6	646	13.95	1563	10.9	3193	8.7	7265	7.9	11241	7.4
191-200	22.15	639	14.15	1576	11.15	3247	9.05	7072	8	11326	7.55
201-220	22.75	640	14.55	1574	11.45	3232	9.25	7309	8.45	11219	7.9
221-240	23.4	639	14.95	1599	11.95	3214	9.6	7209	8.65	11307	8.15
241-260	23.85	650	15.5	1581	12.25	3168	9.7	7258	8.8	11728	8.6
261-280	24.5	641	15.7	1618	12.7	3213	10.2	7255	9.25	11417	8.8
281-300	25	645	16.1	1640	13.2	3182	10.5	7353	9.65	11503	9.25
301-320	25.65	648	16.6	1627	13.5	3186	10.75	7442	10	11581	9.65
321-340	26.15	654	17.1	1632	13.95	3212	11.2	7358	10.3	11651	10
341-360	26.65	663	17.65	1638	14.45	3198	11.55	7412	10.7	11552	10.3
361-380	27.15	665	18.05	1657	14.95	3211	12	7434	11.15	11516	10.7
381-400	27.65	662	18.3	1673	15.3	3216	12.3	7513	11.55	11585	11.15
401-420	28.1	671	18.85	1656	15.6	3257	12.7	7560	12	11451	11.45
421-440	28.7	668	19.15	1666	15.95	3273	13.05	7541	12.3	11659	11.95
441-460	29.35	660	19.35	1701	16.45	3259	13.4	7583	12.7	11434	12.1
461-480	29.85	667	19.9	1679	16.7	3282	13.7	7592	13	11354	12.3
481-500	30.4	665	20.2	1694	17.1	3264	13.95	7570	13.2	11546	12.7
501-520	30.9	670	20.7	1691	17.5	3235	14.15	7576	13.4	11642	13
521-540	31.35	667	20.9	1704	17.8	3270	14.55	7533	13.7	11563	13.2
541-560	31.65	670	21.2	1713	18.15	3251	14.75	7567	13.95	11527	13.4
561-580	32.15	669	21.5	1703	18.3	3290	15.05	7522	14.15	11449	13.5

MILES	500 TO 999 LBS	BRK PT.	1,000 TO 1,999 LBS	BRK PT.	2,000 TO 3,999 LBS	BRK PT.	4,000 TO 7,999 LBS	BRK PT.	8,000 TO 11,999 LBS	BRK PT.	12,000 LBS & OVER
581-600	32.4	670	21.7	1729	18.75	3243	15.2	7606	14.45	11585	13.95
601-620	32.85	673	22.1	1706	18.85	3290	15.5	7536	14.6	11631	14.15
621-640	33.2	672	22.3	1709	19.05	3276	15.6	7718	15.05	11442	14.35
641-660	33.5	674	22.55	1708	19.25	3315	15.95	7624	15.2	11487	14.55
661-680	33.75	672	22.65	1749	19.8	3263	16.15	7679	15.5	11420	14.75
681-700	34.15	671	22.9	1747	20	3291	16.45	7587	15.6	11654	15.15
701-725	34.45	674	23.2	1742	20.2	3288	16.6	7615	15.8	11621	15.3
726-750	34.75	680	23.6	1729	20.4	3285	16.75	7714	16.15	11555	15.55
751-775	35.15	679	23.85	1736	20.7	3286	17	7742	16.45	11453	15.7
776-800	35.4	683	24.15	1731	20.9	3350	17.5	7635	16.7	11569	16.1
801-825	35.75	686	24.5	1731	21.2	3359	17.8	7641	17	11648	16.5
826-850	35.85	689	24.7	1741	21.5	3349	18	7689	17.3	11619	16.75
851-875	36	689	24.8	1742	21.6	3362	18.15	7780	17.65	11559	17
876-900	36.3	689	25	1745	21.8	3358	18.3	7804	17.85	11530	17.15
901-925	36.45	695	25.3	1748	22.1	3403	18.8	7681	18.05	11635	17.5
926-950	36.8	695	25.55	1746	22.3	3418	19.05	7665	18.25	11705	17.8
951-975	36.9	698	25.75	1756	22.6	3425	19.35	7752	18.75	11553	18.05
976-1000	37.85	683	25.85	1772	22.9	3468	19.85	7638	18.95	11589	18.3
1001-1050	38.75	687	26.6	1767	23.5	3447	20.25	7823	19.8	11607	19.15
1051-1100	39.9	683	27.25	1773	24.15	3487	21.05	7696	20.25	11734	19.8
1101-1150	40.9	680	27.8	1785	24.8	3476	21.55	7759	20.9	11627	20.25
1151-1200	41.9	685	28.7	1781	25.55	3460	22.1	7801	21.55	11639	20.9
1201-1250	42.8	685	29.3	1772	25.95	3492	22.65	7806	22.1	11702	21.55
1251-1300	43.75	683	29.85	1783	26.6	3489	23.2	7811	22.65	11709	22.1
1301-1350	44.35	687	30.45	1787	27.2	3508	23.85	7782	23.2	11690	22.6
1351-1400	44.95	695	31.2	1773	27.65	3516	24.3	7787	23.65	11721	23.1
1401-1450	45.6	697	31.75	1777	28.2	3511	24.75	7855	24.3	11680	23.65
1451-1500	46.2	700	32.3	1781	28.75	3521	25.3	7842	24.8	11686	24.15
1501-1550	46.7	704	32.85	1787	29.35	3523	25.85	7846	25.35	11740	24.8
1551-1600	47.3	705	33.3	1793	29.85	3538	26.4	7819	25.8	11791	25.35
1601-1650	47.8	706	33.7	1802	30.35	3546	26.9	7822	26.3	11772	25.8
1651-1700	48.35	707	34.15	1810	30.9	3554	27.45	7811	26.8	11777	26.3
1701-1750	48.9	708	34.6	1813	31.35	3548	27.8	7842	27.25	11802	26.8
1751-1800	49.35	713	35.15	1818	31.95	3562	28.45	7804	27.75	11784	27.25
1801-1850	49.9	717	35.75	1805	32.25	3579	28.85	7834	28.25	11788	27.75
1851-1900	50.3	720	36.2	1796	32.5	3619	29.4	7824	28.75	11792	28.25
1901-1950	50.95	723	36.8	1802	33.15	3596	29.8	7866	29.3	11755	28.7
1951-2000	51.4	725	37.25	1799	33.5	3601	30.15	7855	29.6	11879	29.3
2001-2050	52	728	37.85	1794	33.95	3618	30.7	7844	30.1	11881	29.8
2051-2100	52.45	728	38.15	1807	34.45	3629	31.25	7796	30.45	11882	30.15
2101-2150	53	732	38.75	1804	34.95	3634	31.75	7812	31	11826	30.55

MILES	500 TO 999 LBS	BRK PT.	1,000 TO 1,999 LBS	BRK PT.	2,000 TO 3,999 LBS	BRK PT.	4,000 TO 7,999 LBS	BRK PT.	8,000 TO 11,999 LBS	BRK PT.	12,000 LBS & OVER
2151-2200	53.5	730	39.05	1814	35.4	3645	32.25	7790	31.4	11848	31
2201-2250	53.9	733	39.5	1816	35.85	3638	32.6	7841	31.95	11794	31.4
2251-2300	54.3	737	40	1816	36.3	3648	33.1	7807	32.3	11796	31.75
2301-2350	54.7	736	40.25	1824	36.7	3635	33.35	7821	32.6	11872	32.25
2351-2400	55.1	741	40.8	1809	36.9	3659	33.75	7858	33.15	11801	32.6
2401-2450	55.65	741	41.2	1809	37.25	3678	34.25	7790	33.35	11929	33.15
2451-2500	56	744	41.65	1813	37.75	3667	34.6	7804	33.75	11912	33.5
2501-2550	56.15	747	41.9	1812	37.95	3663	34.75	7885	34.25	11825	33.75
2551-2600	56.3	747	42.05	1822	38.3	3672	35.15	7875	34.6	11862	34.2
2601-2650	56.8	746	42.35	1830	38.75	3655	35.4	7876	34.85	11828	34.35
2651-2700	56.95	750	42.7	1827	39	3672	35.8	7889	35.3	11763	34.6
2701-2750	57.15	750	42.85	1828	39.15	3668	35.9	7911	35.5	11781	34.85
2751-2800	57.3	754	43.2	1829	39.5	3676	36.3	7901	35.85	11816	35.3
2801-2850	57.8	752	43.45	1828	39.7	3698	36.7	7892	36.2	11768	35.5
2851-2900	57.95	756	43.8	1827	40	3691	36.9	7892	36.4	11819	35.85
2901-2950	58.1	756	43.9	1832	40.2	3707	37.25	7882	36.7	11837	36.2
2951-3000	58.35	761	44.35	1827	40.5	3699	37.45	7883	36.9	11854	36.45
3001-3050	58.75	761	44.7	1830	40.9	3702	37.85	7874	37.25	11872	36.85
3051-3100	58.95	761	44.85	1836	41.15	3689	37.95	7948	37.7	11762	36.95
3101-3150	59.05	763	45	1843	41.45	3697	38.3	7907	37.85	11826	37.3
3151-3200	59.45	765	45.45	1838	41.75	3718	38.8	7846	38.05	11890	37.7
3201-3250	59.55	766	45.6	1838	41.9	3724	39	7877	38.4	11829	37.85
3251-3300	59.9	768	45.95	1844	42.35	3698	39.15	7929	38.8	11738	37.95
3301-3350	59.95	769	46.05	1846	42.5	3713	39.45	7899	38.95	11754	38.15
3351-3400	60.15	767	46.1	1855	42.75	3715	39.7	7890	39.15	11847	38.65
3401-3450	60.4	765	46.2	1855	42.85	3734	40	7891	39.45	11803	38.8
3451-3500	60.45	770	46.5	1846	42.9	3735	40.05	7891	39.5	11849	39
3501-3550	60.6	769	46.6	1859	43.3	3714	40.2	7901	39.7	11834	39.15
3551-3600	60.75	773	46.9	1853	43.45	3729	40.5	7902	40	11836	39.45
3601-3650	61	773	47.1	1858	43.75	3717	40.65	7902	40.15	11821	39.55
3651-3700	61.2	773	47.3	1855	43.85	3731	40.9	7873	40.25	11896	39.9
3701-3750	61.55	773	47.55	1849	43.95	3746	41.15	7884	40.55	11853	40.05
3751-3800	61.65	775	47.75	1858	44.35	3730	41.35	7894	40.8	11824	40.2

Schedule "B1 thru B6" – Household Goods Overseas Linehaul Rates

Household Goods Overseas Linehaul Rates for

B1 – Japan

B2: - Korea, Philippines and other pacific and southern command areas except Japan

B3 - Belgium, Italy, Netherlands, and West Germany

B4 – Greece, Spain, and other European Command Area (except Belgium, Italy, (Netherlands, United Kingdom, and West Germany)

B5 - United Kingdom

B6 – Overseas Areas For which rates are not otherwise provided

RATES APPLY FOR: Japan

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
1-50	2.28	1,737	1.98	3,617	1.79
51-75	4.59	1,743	4	3,601	3.6
76-100	6.66	1,740	5.6	3,601	5.04
101-150	8.27	1,742	7.2	3,601	6.48
151-200	9.2	1,740	8	3,601	7.2
201-250	10.12	1,738	8.79	3,605	7.92
251-300	11.03	1,739	9.59	3,600	8.43
301-350	11.95	1,739	10.39	3,604	9.36
351-400	12.88	1,738	11.19	3,600	10.07
401-450	13.79	1,739	11.99	3,604	10.8
451-500	14.71	1,739	12.79	3,600	11.51
501-550	15.63	1,739	13.59	3,603	12.24
551-600	16.55	1,739	14.39	3,600	12.95
601-650	17.47	1,739	15.19	3,603	13.68
651-700	18.39	1,739	15.99	3,600	14.39
701-750	19.31	1,739	16.79	3,603	15.12
751-800	20.23	1,740	17.59	3,600	15.83
801-850	21.15	1,740	18.39	3,600	16.55
851-900	22.07	1,740	19.19	3,600	17.27

NOTE: Over 900 miles, add $1.60 for each additional 100 miles or fraction thereof, to 900-mile rate shown.

RATES APPLY FOR: Korea, Philippines, and other Pacific and Southern Command Areas (except Japan)

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
1-50	2.14	1,748	1.87	3,594	1.68
51-75	4.3	1,735	3.73	3,604	3.36
76-100	6.01	1,738	5.22	3,602	4.7
101-150	7.73	1,739	6.72	3,596	6.04
151-200	8.58	1,739	7.44	3,604	6.72
201-250	9.44	1,740	8.21	3,601	7.39

251-300	10.3	1,738	8.95	3,603	8.06
301-350	11.16	1,739	9.7	3,601	8.73
351-400	12.01	1,741	10.45	3,599	9.4

NOTE: Over 400 miles, add $1.49 for each additional 100 miles or fraction thereof, to 400-mile rate shown.

RATES APPLY FOR: Belgium, Italy, Netherlands, and West Germany

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
1-50	3.21	1,751	2.81	3,588	2.52
51-75	5.15	1,736	4.47	3,616	4.04
76-100	6.45	1,737	5.6	3,601	5.04
101-150	7.73	1,739	6.72	3,602	6.05
151-200	9.02	1,737	7.83	3,602	7.05
201-250	9.92	1,740	8.63	3,597	7.76
251-300	10.82	1,740	9.41	3,597	8.46
301-350	11.72	1,739	10.19	3,600	9.17
351-400	12.62	1,739	10.97	3,599	9.87
401-450	13.52	1,740	11.76	3,603	10.59
451-500	14.43	1,739	12.56	3,605	11.3
501-550	15.32	1,739	13.32	3,604	12
551-600	16.22	1,739	14.1	3,601	12.69
601-650	17.13	1,738	14.88	3,603	13.4
651-700	18.02	1,741	15.68	3,597	14.1
701-750	18.92	1,740	16.46	3,600	14.81
751-800	19.83	1,739	17.24	3,599	15.51
801-850	20.73	1,739	18.02	3,601	16.22
851-900	21.62	1,741	18.81	3,599	16.92
901-950	22.53	1,740	19.59	3,602	17.44
951-1000	23.43	1,739	20.37	3,604	18.35
1001-1100	24.32	1,740	21.15	3,603	19.05
1101-1200	27.05	1,739	23.51	3,599	21.15
1201-1300	28.83	1,740	25.07	3,600	22.56
1301-1400	30.63	1,740	26.64	3,600	23.97
1401-1500	32.45	1,739	28.2	3,603	25.4
1501-1600	34.23	1,740	29.78	3,602	26.81

NOTE: Over 1,600 miles, add $1.61 for each additional 100 miles or fraction thereof, to the 600-mile rate shown.

RATES APPLY FOR: Greece, Spain, & other European Command Area (except Belgium, Italy, Netherlands, United Kingdom, & West Germany)

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
1-50	3.21	1,731	2.81	3,588	2.52
51-75	4.52	1,735	3.92	3,613	3.54
76-100	5.15	1,736	4.47	3,616	4.04

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
101-150	5.79	1,741	5.04	3,612	4.55
151-200	6.45	1,737	5.6	3,601	5.04
201-250	7.08	1,738	6.15	3,604	5.54
251-300	7.73	1,739	6.72	3,602	6.05
301-350	8.37	1,740	7.28	3,605	6.56
351-400	9.02	1,737	7.83	3,602	7.05
401-450	9.66	1,740	8.4	3,601	7.56
451-500	10.31	1,739	8.96	3,599	8.06
501-550	10.94	1,739	9.51	3,605	8.57
551-600	11.6	1,738	10.08	3,596	9.06
601-650	12.23	1,740	10.64	3,606	9.59
651-700	12.87	1,739	11.19	3,604	10.08
701-750	13.52	1,740	11.76	3,603	10.59
751-800	14.16	1,741	12.32	3,601	11.09
801-850	14.81	1,739	12.87	3,606	11.6
851-900	15.45	1,739	13.43	3,601	12.09

NOTE: Over 900 miles, add $1.13 for each additional 100 miles or fraction thereof, to the 900-mile rate shown.

RATES APPLY FOR: United Kingdom

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
1-50	3.42	1,737	2.97	3,623	2.69
51-75	4.85	1,728	4.19	3,609	3.78
76-100	5.52	1,736	4.79	3,600	4.31
101-150	6.21	1,730	5.37	3,598	4.83
151-200	6.89	1,742	6	3,601	5.4
201-250	7.59	1,740	6.6	3,594	5.93
251-300	8.28	1,740	7.2	3,601	6.48
301-350	8.97	1,740	7.8	3,585	6.99
351-400	9.66	1,740	8.4	3,601	7.56
401-450	10.35	1,738	8.99	3,587	8.06
451-500	11.04	1,740	9.6	3,601	8.64
501-550	11.73	1,740	10.2	3,601	9.18
551-600	12.41	1,741	10.8	3,601	9.72
601-650	13.1	1,739	11.39	3,600	10.25
651-700	13.8	1,740	12	3,601	10.8
701-750	14.48	1,739	12.59	3,600	11.33
751-800	15.18	1,738	13.19	3,603	11.88
801-850	15.86	1,741	13.8	3,601	12.42
851-900	16.55	1,739	14.39	3,600	12.95

NOTE: Over 900 miles, add $1.20 for each additional 100 miles or fraction thereof, to the 900-mile rate shown.

RATES APPLY FOR: Overseas Areas for which rates are not otherwise provided.

MILES	500 TO 1,999 LBS	BREAK POINT	2,000 TO 3,999 LBS	BREAK POINT	4,000 LBS & OVER
1-50	2.28	1,737	1.98	3,617	1.79
51-75	3.23	1,728	2.79	3,613	2.52
76-100	3.68	1,734	3.19	3,599	2.87
101-150	4.14	1,730	3.58	3,598	3.22
151-200	4.59	1,743	4	3,601	3.6
201-250	5.06	1,740	4.4	3,591	3.95
251-300	5.52	1,740	4.8	3,601	4.32
301-350	5.98	1,740	5.2	3,585	4.66
351-400	6.44	1,740	5.6	3,601	5
401-450	6.9	1,737	5.99	3,586	5.37
451-500	7.36	1,740	6.4	3,600	5.76
501-550	7.82	1,740	6.8	3,601	6.12
551-600	8.27	1,742	7.2	3,601	6.48
601-650	8.73	1,739	7.59	3,600	6.83
651-700	9.2	1,740	8	3,601	7.2
701-750	9.65	1,739	8.39	3,600	7.55
751-800	10.12	1,738	8.79	3,605	7.92
801-850	10.57	1,741	9.2	3,601	8.28
851-900	11.03	1,739	9.59	3,600	8.63

NOTE: Over 900 miles, add $.80 for each additional 100 miles or fraction thereof, to the 900-mile rate shown.

SCHEDULE "C" - UNACCOMPANIED BAGGAGE: Applies to Points within CONUS & Hawaii

MILES	100 TO 999 LBS	BREAK POINT	1,000 TO 1,999 LBS	BREAK POINT	2,000 LBS & OVER
1- 10	9.65	659	6.35	1623	5.15
11- 20	10.2	648	6.6	1667	5.5
21- 30	10.7	655	7	1672	5.85
31- 40	11.4	650	7.4	1636	6.05
41- 50	11.9	643	7.65	1674	6.4
51- 60	12.4	642	7.95	1648	6.55
61- 70	12.9	640	8.25	1673	6.9
71- 80	13.4	642	8.6	1628	7
81- 90	14	647	9.05	1592	7.2
91-100	14.6	631	9.2	1620	7.45
101-110	15.1	636	9.6	1594	7.65
111-120	15.6	629	9.8	1613	7.9
121-130	15.95	637	10.15	1597	8.1
131-140	16.45	639	10.5	1572	8.25
141-150	16.75	642	10.75	1582	8.5
151-160	17.3	636	11	1573	8.65
161-170	17.65	649	11.45	1529	8.75
171-180	18.05	649	11.7	1556	9.1
181-190	18.35	649	11.9	1555	9.25
191-200	18.85	637	12	1592	9.55
201-220	19.45	638	12.4	1565	9.7
221-240	19.9	639	12.7	1599	10.15
241-260	20.35	644	13.1	1596	10.45
261-280	20.85	643	13.4	1627	10.9
281-300	21.3	644	13.7	1636	11.2
301-320	21.75	651	14.15	1633	11.55
321-340	22.25	657	14.6	1631	11.9
341-360	22.7	663	15.05	1635	12.3
361-380	23.1	671	15.5	1639	12.7
381-400	23.6	664	15.65	1668	13.05
401- 420	23.85	676	16.1	1653	13.3
421- 440	24.5	666	16.3	1663	13.55
441- 460	25	665	16.6	1687	14
461- 480	25.4	668	16.95	1676	14.2
481- 500	25.9	668	17.3	1688	14.6
501- 520	26.3	672	17.65	1695	14.95
521- 540	26.8	665	17.8	1703	15.15
541- 560	27.05	668	18.05	1723	15.55
561- 580	27.35	668	18.25	1716	15.65
581- 600	27.65	671	18.55	1704	15.8
601- 620	28.05	671	18.8	1713	16.1
621- 640	28.25	673	19	1711	16.25
641- 660	28.6	670	19.15	1719	16.45
661- 680	28.75	672	19.3	1736	16.75

MILES	100 TO 999 LBS	BREAK POINT	1,000 TO 1,999 LBS	BREAK POINT	2,000 LBS & OVER
681- 700	29.05	672	19.5	1744	17
701- 725	29.35	675	19.8	1748	17.3
726- 750	29.65	678	20.1	1737	17.45
751- 775	29.9	681	20.35	1735	17.65
776- 800	30.15	684	20.6	1729	17.8
801- 825	30.4	686	20.85	1732	18.05
826- 850	30.55	690	21.05	1734	18.25
851- 875	30.75	688	21.15	1736	18.35
876- 900	30.9	690	21.3	1747	18.6
901- 925	31	696	21.55	1745	18.8
926- 950	31.3	694	21.7	1752	19
951- 975	31.4	695	21.8	1767	19.25
976-1000	32.25	686	22.1	1765	19.5
1001-1050	32.95	688	22.65	1767	20
1051-1100	33.95	687	23.3	1769	20.6
1101-1150	34.75	685	23.8	1778	21.15
1151-1200	35.75	686	24.5	1772	21.7
1201-1250	36.45	684	24.9	1784	22.2
1251-1300	37.25	682	25.4	1784	22.65
1301-1350	37.8	687	25.95	1789	23.2
1351-1400	38.3	694	26.55	1782	23.65
1401-1450	38.95	696	27.1	1772	24
1451-1500	39.35	701	27.55	1783	24.55
1501-1550	39.9	704	28.05	1783	25
1551-1600	40.25	705	28.35	1792	25.4
1601-1650	40.7	706	28.7	1802	25.85
1651-1700	41.2	706	29.05	1811	26.3
1701-1750	41.65	710	29.55	1814	26.8
1751-1800	42	712	29.9	1820	27.2
1801-1850	42.5	716	30.4	1806	27.45
1851-1900	42.85	720	30.85	1796	27.7
1901-1950	43.3	723	31.3	1802	28.2
1951-2000	43.8	727	31.8	1799	28.6
2001-2050	44.25	729	32.25	1790	28.85
2051-2100	44.75	727	32.5	1807	29.35
2101-2150	45.1	731	32.95	1809	29.8
2151-2200	45.55	732	33.3	1811	30.15
2201-2250	45.95	733	33.65	1816	30.55
2251-2300	46.2	739	34.1	1813	30.9
2301-2350	46.55	738	34.35	1817	31.2
2351-2400	47	739	34.7	1810	31.4
2401-2450	47.4	742	35.15	1810	31.8
2451-2500	47.75	744	35.5	1809	32.1
2501-2550	47.85	748	35.75	1810	32.35
2551-2600	48	747	35.85	1825	32.7
2601-2650	48.35	745	36	1831	32.95

MILES	100 TO 999 LBS	BREAK POINT	1,000 TO 1,999 LBS	BREAK POINT	2,000 LBS & OVER
2651-2700	48.5	750	36.35	1827	33.2
2701-2750	48.75	750	36.55	1825	33.35
2751-2800	48.85	754	36.8	1829	33.65
2801-2850	49.15	752	36.95	1827	33.75
2851-2900	49.35	756	37.3	1829	34.1
2901-2950	49.6	756	37.45	1830	34.25
2951-3000	49.75	760	37.8	1826	34.5
3001-3050	50	760	37.95	1832	34.75
3051-3100	50.15	763	38.25	1836	35.1
3101-3150	50.3	763	38.35	1841	35.3
3151-3200	50.65	766	38.75	1838	35.6
3201-3250	50.8	767	38.95	1836	35.75
3251-3300	51	768	39.15	1840	36
3301-3350	51.05	768	39.2	1847	36.2
3351-3400	51.25	767	39.3	1853	36.4
3401-3450	51.4	766	39.35	1858	36.55
3451-3500	51.45	769	39.55	1856	36.7
3501-3550	51.55	771	39.7	1857	36.85
3551-3600	51.9	771	40	1848	36.95
3601-3650	52	773	40.15	1856	37.25
3651-3700	52.1	773	40.25	1856	37.35
3701-3750	52.4	773	40.5	1855	37.55
3751-3800	52.5	775	40.65	1860	37.8

SCHEDULE "D" - UNACCOMPANIED BAGGAGE: Applies to Points within Germany

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to a minimum weight of 100 pounds). Breakpoint indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher bracket.

MILES	100 TO 999 LBS	BREAK POINT	1,000 TO 1,999 LBS	BREAK POINT	2,000 LBS & OVER
1-10	7.2	653	4.7	1,639	3.85
11-20	7.6	652	4.95	1,657	4.1
21-30	8	651	5.2	1,654	4.3
31-40	8.45	651	5.5	1,655	4.55
41-50	8.85	645	5.7	1,667	4.75
51-60	9.2	642	5.9	1,662	4.9
61-70	9.6	644	6.2	1,644	5.1
71-80	9.95	644	6.4	1,626	5.2
81-90	10.45	642	6.7	1,612	5.4
91-100	10.85	636	6.9	1,609	5.55
101-110	11.25	636	7.15	1,595	5.7
111-120	11.6	634	7.35	1,592	5.85
121-130	11.9	635	7.55	1,590	6
131-140	12.25	641	7.85	1,580	6.2
141-150	12.55	642	8.05	1,578	6.35
151-160	12.9	636	8.2	1,574	6.45
161-170	13.15	651	8.55	1,533	6.55
171-180	13.5	649	8.75	1,543	6.75
181-190	13.7	644	8.85	1,571	6.95
191-200	14.05	638	8.95	1,587	7.1
201-220	14.5	635	9.2	1,577	7.25
221-240	14.85	640	9.5	1,590	7.55
241-260	15.2	645	9.8	1,592	7.8
261-280	15.55	640	9.95	1,629	8.1
281-300	15.95	643	10.25	1,630	8.35
301-320	16.25	650	10.55	1,640	8.65
321-340	16.65	652	10.85	1,632	8.85
341-360	16.95	661	11.2	1,634	9.15
361-380	17.2	669	11.5	1,653	9.5
381-400	17.6	662	11.65	1,674	9.75
401-420	17.8	675	12	1,651	9.9
421-440	18.3	667	12.2	1,664	10.15
441-460	18.65	663	12.35	1,693	10.45
461-480	18.95	668	12.65	1,676	10.6
481-500	19.35	667	12.9	1,683	10.85
501-520	19.6	671	13.15	1,696	11.15
521-540	20	663	13.25	1,706	11.3
541-560	20.15	670	13.5	1,712	11.55
561-580	20.4	667	13.6	1,714	11.65
581-600	20.65	671	13.85	1,712	11.85

MILES	100 TO 999 LBS	BREAK POINT	1,000 TO 1,999 LBS	BREAK POINT	2,000 LBS & OVER
601-620	20.9	670	14	1,715	12
621-640	21.1	673	14.2	1,712	12.15
641-660	21.3	672	14.3	1,714	12.25
661-680	21.5	670	14.4	1,744	12.55
681-700	21.65	673	14.55	1,746	12.7
701-725	21.9	674	14.75	1,750	12.9
726-750	22.1	679	15	1,734	13
751-775	22.35	681	15.2	1,731	13.15
776-800	22.5	683	15.35	1,727	13.25
801-825	22.7	686	15.55	1,737	13.5
826-850	22.8	687	15.65	1,739	13.6
851-875	22.9	690	15.8	1,735	13.7
876-900	23.1	691	15.95	1,743	13.9
901-925	23.2	692	16.05	1,745	14
926-950	23.35	694	16.2	1,754	14.2
951-975	23.45	696	16.3	1,761	14.35
976-1000	24.05	684	16.45	1,769	14.55
1001-1050	24.55	689	16.9	1,764	14.9
1051-1100	25.3	688	17.4	1,765	15.35
1101-1150	25.95	685	17.75	1,781	15.8
1151-1200	26.65	687	18.3	1,771	16.2
1201-1250	27.25	683	18.6	1,785	16.6
1251-1300	27.75	683	18.95	1,784	16.9
1301-1351	28.2	688	19.4	1,784	17.3
1351-1400	28.55	692	19.75	1,788	17.65
1401-1450	29.05	696	20.2	1,773	17.9
1451-1500	29.35	699	20.5	1,791	18.35
1501-1550	29.75	703	20.9	1,785	18.65
1551-1600	30.05	704	21.15	1,792	18.95
1601-1650	30.4	706	21.45	1,800	19.3
1651-1700	30.75	705	21.65	1,811	19.6
1701-1750	31.05	709	22	1,819	20
1751-1800	31.35	713	22.35	1,817	20.3
1801-1850	31.7	717	22.7	1,802	20.45
1851-1900	32	721	23.05	1,797	20.7
1901-1950	32.3	723	23.35	1,803	21.05
1951-2000	32.65	726	23.7	1,798	21.3
2001-2050	33	729	24.05	1,793	21.55
2051-2100	33.35	728	24.25	1,807	21.9
2101-2150	33.7	729	24.55	1,813	22.25
2151-2200	34	731	24.85	1,811	22.5
2201-2250	34.25	733	25.1	1,817	22.8
2251-2300	34.5	737	25.4	1,819	23.1
2301-2350	34.75	739	25.65	1,813	23.25
2351-2400	35.05	739	25.9	1,811	23.45
2401-2450	35.35	742	26.2	1,810	23.7

MILES	100 TO 999 LBS	BREAK POINT	1,000 TO 1,999 LBS	BREAK POINT	2,000 LBS & OVER
2451-2500	35.6	745	26.5	1,808	23.95
2501-2550	35.7	747	26.65	1,813	24.15
2551-2600	35.8	748	26.75	1,825	24.4
2601-2650	36.1	744	26.85	1,829	24.55
2651-2700	36.2	751	27.15	1,827	24.8
2701-2750	36.35	752	27.3	1,825	24.9
2751-2800	36.45	754	27.45	1,829	25.1
2801-2850	36.65	754	27.6	1,827	25.2
2851-2900	36.85	755	27.8	1,828	25.4
2901-2950	37	757	28	1,829	25.6
2951-3000	37.1	761	28.2	1,827	25.75
3001-3050	37.3	761	28.35	1,831	25.95
3051-3100	37.4	763	28.5	1,836	26.15
3101-3150	37.5	763	28.6	1,843	26.35
3151-3200	37.8	765	28.9	1,838	26.55
3201-3250	37.9	767	29.05	1,835	26.65
3251-3300	38.05	768	29.2	1,840	26.85
3301-3350	38.1	768	29.25	1,843	26.95
3351-3400	38.2	768	29.3	1,857	27.2
3401-3450	38.3	767	29.35	1,861	27.3
3451-3500	38.4	770	29.55	1,852	27.35
3501-3550	38.5	771	29.65	1,855	27.5
3551-3600	38.7	772	29.85	1,850	27.6
3601-3650	38.8	772	29.95	1,854	27.75
3651-3700	38.9	773	30.05	1,857	27.9
3701-3750	39.05	774	30.2	1,858	28.05
3751-3800	39.2	775	30.35	1,859	28.2

SCHEDULE "E" - UNACCOMPANIED BAGGAGE: Applies to Points other than Germany, Hawaii & Alaska

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS	1,000 TO 1,999 LBS	2,000 LBS AND OVER
1-10	4.46	2.85	2.4
11-20	4.7	3	2.55
21-30	4.95	3.15	2.65
31-40	5.25	3.4	2.8
41-50	5.5	3.55	2.95
51-60	5.75	3.65	3
61-70	5.95	3.75	3.15
71-80	6.2	3.95	3.25
81-90	6.45	4.15	3.35
91-100	6.75	4.25	3.45
101-110	6.95	4.45	3.55
111-120	7.2	4.55	3.6
121-130	7.4	4.7	3.75
131-140	7.6	4.85	3.85
141-150	7.75	5	3.95
151-160	8	5.1	4
161-170	8.15	5.25	4.1
171-180	8.35	5.4	4.2
181-190	8.5	5.5	4.3
191-200	8.7	5.55	4.4
201-220	9	5.75	4.5
221-240	9.2	5.85	4.7
241-260	9.4	6.1	4.8
261-280	9.65	6.2	5.05
281-300	9.85	6.35	5.3
301-320	10.1	6.55	5.35
321-340	10.3	6.75	5.5
341-360	10.5	6.9	5.7
361-380	10.7	7.15	5.85
381-400	10.9	7.25	6.05
401-420	11.05	7.4	6.15
421-440	11.3	7.55	6.3
441-460	11.55	7.65	6.45
461-480	11.8	7.85	6.55
481-500	12	8	6.75
501-520	12.15	8.15	6.9
521-540	12.4	8.2	7
541-560	12.5	8.35	7.15
561-580	12.65	8.55	7.25
581-600	12.8	8.7	7.35
601-620	12.95	8.8	7.4
621-640	13.1	8.85	7.5

MILES	100 TO 999 LBS	1,000 TO 1,999 LBS	2,000 LBS AND OVER
641-660	13.2	8.9	7.6
661-680	13.3	9	7.75
681-700	13.45	9.05	7.85
701-725	13.55	9.45	8
726-750	13.7	9.3	8.05
751-775	13.85	9.4	8.15
776-800	13.95	9.5	8.2
801-825	14.05	9.65	8.35
826-850	14.04	9.71	8.44
851-875	14.21	9.78	8.52
876-900	14.32	9.88	8.62
901-925	14.39	9.96	8.69
926-950	14.5	10.06	8.79
951-975	14.56	10.13	8.9
976-1000	14.91	10.2	9.04
1001-1050	15.23	10.48	9.25
1051-1100	15.69	10.77	9.53
1101-1150	16.11	11.01	9.78
1151-1200	16.53	11.33	10.06
1201-1250	16.89	11.53	10.28
1251-1300	17.24	11.79	10.48
1301-1350	17.48	12.04	10.72
1351-1400	17.73	12.28	10.91
1401-1450	18.02	12.53	11.12
1451-1500	18.22	12.74	11.36

SCHEDULE "F" - UNACCOMPANIED BAGGAGE: Applies to Points within Alaska

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 TO AND LBS. INCL.
1- 15	11.90	8.05	6.40
16- 20	12.45	8.45	6.65
21- 30	13.05	8.75	6.95
31- 40	13.70	9.10	7.20
41- 50	14.35	9.50	7.50
51- 60	24.20	15.70	12.30
61- 70	24.40	16.00	12.50
71- 80	24.75	16.15	12.65
81- 90	24.90	16.25	12.75
91- 100	25.20	16.45	12.80
101- 110	25.40	16.65	13.00
111- 120	25.70	16.75	13.10
121- 130	25.90	16.95	13.20
131- 140	26.10	17.05	13.45
141- 150	26.30	17.20	13.65
151- 160	26.65	17.30	13.70
161- 170	26.85	17.55	13.80
171- 180	27.15	17.75	14.00
181- 190	27.35	17.95	14.15
191- 200	27.55	18.05	14.20
201- 220	27.80	18.20	14.35
221- 240	28.15	18.45	14.50
241- 260	28.35	18.70	14.55
261- 280	28.65	18.95	14.70
281- 300	28.95	19.05	14.75
301- 320	29.20	19.25	14.80
321- 340	29.40	19.55	14.95
341- 360	29.65	19.75	15.00
361- 380	29.85	19.90	15.05
381- 400	29.95	20.05	15.10
401- 420	30.20	20.20	15.15
421- 440	30.40	20.35	15.20
441- 460	30.55	20.50	15.20
461 -480	30.75	20.65	15.25
481 -500	30.80	20.70	15.45
501- 520	31.25	21.00	15.60
521- 540	31.70	21.25	15.95
541- 560	32.15	21.65	16.15
561- 580	32.50	21.85	16.30
581- 600	32.95	22.15	16.65

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 TO AND LBS. INCL.
601- 620	33.25	22.30	16.85
621- 640	33.65	22.60	17.05
641- 660	34.20	22.85	17.25
661- 680	34.20	23.05	17.55
681 -700	34.50	23.40	17.75
701- 725	34.90	23.70	18.00
726- 750	35.20	24.00	18.25
751 -775	35.50	24.25	18.50
776 -800	35.80	24.55	18.75
801- 825	36.00	24.80	19.05
826- 850	36.30	25.15	19.45
851- 875	36.50	25.30	19.80
876- 900	36.85	25.55	20.20
901- 925	37.00	25.80	20.50
926- 950	37.25	26.05	20.75
951- 975	37.45	26.25	21.10
976-1000	37.70	26.45	21.50

SCHEDULE "G" - ELECTRONIC FUNDS TRANSFER PAYMENT

1. 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.

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2. Mandatory Submission of Transportation Service Provider's EFT Information.

   a. 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.
   b. 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.
3. 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.
4. 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).

CHAPTER 6 - BILLING & PAYMENT

Purpose

This chapter pertains to billing and payment procedures for all International shipments.

Item 600 Billing and Payment Requirements

US Bank's Power Track System and the use of SDDC's DPS is mandatory for all transactions and payments for shipments moving under this Tender.

Item 601 Billing Instructions

View additional information and guidance on the billing and payment requirements under this Tender through SDDC's website at www.sddc.army.mil, click "DP3", click "Phase I", click "Business Rules", click "CONOPS Phase I…" found at: http://www.sddc.army.mil/sddc/Content/Pub/35507/CNCN35507.pdf .

CHAPTER 7 - ONE-TIME-ONLY PROCEDURES FOR HHG, UB AND BOAT MOVES

Purpose

These instructions provide procedures for the RFQ of OTO rates for personal property shipments (HHG, UB and Boats).

Item 700 Criteria for Use of OTO Rates

OTO procedures will apply under the following conditions:

a. When origin to destination rates are not solicited under the International program.

b. When a shipment is diverted to or from a point which there is no rate available.

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 accepts 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 a rate negotiated under these procedures. If there is a SDDC accepted rate on file for the channel, then the low rate on file will be the negotiated rate.

f. Under certain circumstances, SDDC may agree to terminate the shipment, especially when the shipment remains at origin or has not proceeded beyond the port of embarkation. 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. When the boat will not fit into a standard size overseas container: However, the OTO boat request will not be for small boats such as canoes, kayaks, or rowboats. These small boats will be crated utilizing Item 508 of the rate Tender and then moved with the member's shipment under the SFR.

h. Jet skis or trailers for jet skis are not considered boat shipments: EXCEPTION: Jet ski(s) and associated trailer(s) exceeding 14 feet is classified as a boat and shipped under OTO.

Item 701 Procedures

The following procedures are applicable to OTO rates.

a. When one of the above criteria exists, the PPSO will submit the necessary information to solicit an OTO rate. This information will be submitted via DPS or by message or facsimile NLT 20 days prior to pickup date requested.

b. PPSOs will provide routing instructions for Codes 5 and T shipments. This routing will be included in the RFQ to TSPs. In the event a shipment is offloaded at a port other than the port designated, the provisions covering alternate ports will apply.

c. SDDC will solicit rate proposals from approved TSPs. A TSP must have one year of continuous service as a DOD-approved International TSP in order to participate in the OTO program. Bids submitted without proper approval will be rejected.

d. Bids will continue to be submitted to SDDC-PP-PO via the SDDC Home page until notification is provided to utilize DPS for OTO shipments. In the current process, bids must be submitted before the 1300 CST deadline. Once DPS is utilized, bidding start and end times will be shipment specific (lasting 72hrs) and will be listed next to each shipment within DPS's RFQ module for qualified TSPs. If you are experiencing problems with your transmission, please contact SDDC-PP-PO before the 1300 CST deadline or otherwise applicable deadline. Bids received after the deadline will be considered non-responsive and will not be considered. Any foreign flag feeders must be identified in your bid. If foreign flag is used in DPS OTO bids, each bid must be accompanied by an email to

sddc.safb.ototenders@us.army.mil indicating details on the foreign flag routing in order to be considered a valid bid.

e. For both DPS and current program OTO awards, rate tenders and supplements must be sent via e-mail to sddc.safb.ototenders@us.army.mil within 21 days of the award notification. TSPs must enter their tender numbers in DPS once they have received an award.

f. Bids will be submitted to SDDC-PP-PO only via the SDDC Home page. Bids must be submitted before the 1300 EST deadline. If you are experiencing problems with your transmission, please contact SDDC-PP-PO before the 1300 EST deadline. Bids received after the deadline will be considered non-responsive and will not be considered. Any foreign flag feeders must be identified in your bid.

g. Rate tenders and supplements must be sent via e-mail to sddc.safb.ototenders@us.army.mil within 21 days of the award notification.

Item 702 Quality Assurance Reports

a. RDD Report

Transportation Service providers participating in the OTO program will be required to provide an RDD status report of all shipments that will miss the RDD. Reports are requested the first work day of each week to SDDC, ATTN: SDDC-PP-PO, Quality Assurance Team at sddc.safb.ppperf@us.army.mil. This report will reflect shipment information in the following format:

OTO Number	Member's Name	RDD	Est. Del. Date	Current Location	Remarks

This report, which must be submitted via e-mail transmission, must provide information on all shipments not arrived at the destination location or cleared by the PPSO/GSO for storage.

Definitions are as follows:

1. OTO Number: SDDC OTO or DPS generated number.
2. Member's Name: Last name, first name of the member.
3. Est. Del. Date: Transportation Service Provider's estimated delivery date to destination PPSO/GSO.
4. Current Location (three categories): 1–origin PPSO/GSO area; 2-intransit via transport; 3-destination PPSO/GSO area.
5. Remarks: Problems; unusual delays; why shipment will miss the RDD; waiting clearance for use of foreign flag, etc.

b. Quality Report

If PPSOs Embassies, or any affected party has information on quality assurance related failures that occur in conjunction to OTO shipments they should send that information along with all pertinent details, to the SDDC. Quality Assurance Team at sddc.safb.ppperf@us.army.mil. The e-mail shall indicate the SDDC OTO number on the subject line along with the GBL number, shipper's name, pickup, delivery, current disposition, and a description of any existing issues so that SDDC can review for possible action.

APPENDIX 7A-1

ONE-TIME-ONLY MESSAGE REQUEST

Following message will be utilized by SDDC to solicit One Time Only (OTO) rates (this information will be available in DPS or otherwise provided).

SUBJ: REQUEST FOR ONE-TIME-ONLY PERSONAL PROPERTY SHIPMENT

1. MEMBERS NAME, RANK, LAST FOUR OF SSN, MILITARY SERVICE.
2. CODE OF SERVICE.
3. ORIGIN (INCLUDE CITY, STATE/COUNTRY, GBLOC).
4. DESTINATION (INCLUDE CITY, STATE/COUNTRY, GBLOC).
5. PICKUP DATE. FOR SHORT FUSE WITHIN 5 BUSINESS DAYS OF REQUEST, ARRANGE PICKUP AND PROVIDE NAME OF LOCAL AGENT.
6. REQUIRED DELIVERY DATE.
7. ESTIMATED WEIGHT IN NET POUNDS FOR HOUSEHOLD GOODS AND GROSS POUNDS FOR UNACCOMPANIED BAGGAGE.
8. DATE OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
9. ROUTING FOR CODE 5/T SHIPMENTS.
10. LIST SUSPENDED CARRIERS.
11. REMARKS (INCLUDE INFORMATION, I.E., SHIPMENT PACKED AND CRATED, SHIPMENT IN NTS, USE OF SPECIFIC AGENTS AT ORIGIN OR ANY OTHER UNUSUAL CIRCUMSTANCES).
12. POINT OF CONTACT/TELEPHONE/E-MAIL/FAX NUMBER.

APPENDIX 7A-2

ONE-TIME-ONLY BOAT MESSAGE REQUEST

Following message will be utilized by SDDC to solicit Boat One Time Only (BOTO) rates (this information will be available in DPS or otherwise provided).

SUBJ: REQUEST FOR PERSONAL PROPERTY ONE-TIME-ONLY (OTO) WITH BOAT RATE

1. MEMBER'S NAME/RANK/LAST FOUR OF SSN.
2. CODE OF SERVICE (4).
3. ORIGIN PPSO: INCLUDING GBLOC AND PICKUP POINT OF SHIPMENT IF OTHER THAN INSTALLATION. (HHG AND BOAT)
4. DESTINATION CITY, INSTALLATION, GBLOC, STATE/COUNTRY.
5. PICKUP DATE.
6. REQUIRED DELIVERY DATE.
7. ESTIMATED WEIGHT IN NET POUNDS FOR HHG.
8. ESTIMATED WEIGHT IN NET POUNDS FOR BOAT. BOAT REQUESTS MUST INCLUDE THE FOLLOWING: BOAT-LENGTH, WIDTH, HEIGHT, MOTOR-MAKE, SERIAL NUMBER, WEIGHT, WHETHER INBOARD OR OUTBOARD. IF TRAILER IS INCLUDED, PROVIDE TRAILER LENGTH, WIDTH, HEIGHT AND WEIGHT IN LBS.

NOTE: WHEN BOAT IS MOVING WITH TRAILER, COMBINED DIMENSIONS ARE REQUIRED.

9. DATE BOAT OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
10. LIST TRANSPORTATION SERVICE PROVIDERS IN NONUSE.
11. POINT OF CONTACT/TELEPHONE/E-MAIL/FAX NUMBER.

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, Istanbul, Iskenderun, 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, linehaul 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, linehaul 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

Separate awards for each port will be made on the basis of lowest percentage offered for each commodity. Tie bids will result in a drawing for award. TSP's credit standing with ocean TSPs will be considered in the award process.

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 SPP-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 SDDC, ATTN: SDDC-PP-PO, 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, 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 for the competitive RFQ of volume move rates, to include U.S. Army COHORT moves, for personal property shipments, both HHG and UB.

Item 900 Criteria for Use of Volume Move Rates

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 volume move for lesser amounts (for example: U.S. Army COHORT moves, base closure, etc.).

b. Movement is from one origin (commuting area) to one destination (commuting area).

c. Movement is normally within a 90-day period.

Item 901 Procedures

The following procedures are applicable to volume movements:

a. When the above criteria exists, the responsible PPSO is required to submit a request via DPS to SDDC providing appropriate information. Exceptions to Item 900 criteria may be requested, but must have full justification provided as part of the request. PPSOs having special operational requirements will include the information in the request.

b. TSP will provide containers. TSP will provide for block surface movement and will provide proposed manifest data, i.e., name of vessel, departure, and arrival dates. TSP will accept consolidated PPGBLs.

c. PPSOs will continue to tender shipments to the best valued TSP to the extent of the TSP's ability to service the shipments even though the volume may exceed the maximum percentage stated by the TSP.

d. PPSOs will provide routing instructions for Codes 5 and T shipments. This routing will be perpetuated in the RFQ to TSPs. In the event a shipment is offloaded at a port other than the port designated in block 13, the provisions of this Tender regarding alternate ports will apply. Adjustments to the rate will be authorized, when appropriate, in accordance with established procedures.

Item 902 Participation

Participation in the volume movement program is strictly voluntary.

APPENDIX 9A-1

VOLUME MOVE RATE SOLICITATION MESSAGE FORMAT

Following message will be utilized by SDDC to solicit Volume Move rates (this information will be available in DPS).

SUBJ: VOLUME MOVEMENT NUMBER _____

A. SDDC INTERNATIONAL RATE SOLICITATION

1. IN ACCORDANCE WITH AND SUBJECT TO THE TERMS, CONDITIONS, AND PROCEDURES IN REFERENCE A, AN OFFER FOR THE FOLLOWING VOLUME MOVE IS SOLICITED.

   A. ORIGIN (PICKUP POINT/RATE AREA)

   B. DESTINATION (ACTUAL DELIVERY POINT/RATE AREA)

   C. CODE OF SERVICE AND ROUTING, IF APPLICABLE

   D. ORIGIN PPSO (INCLUDING GBLOC)

   E. DESTINATION PPSO (INCLUDING GBLOC)

   F. ESTIMATED NUMBER OF SHIPMENTS

   G. EFFECTIVE PERIOD OF TIME FOR MOVEMENT OF SHIPMENTS

   H. ESTIMATED TOTAL WEIGHT

   I. WEIGHT SUBJECT TO STORAGE-IN-TRANSIT (IF APPLICABLE)

   J. DEADLINE FOR FILING RATES

   K. SPECIAL MOVEMENT REQUIREMENTS, IF APPLICABLE

CHAPTER 10 - SPECIAL SOLICITATION

Purpose:

This chapter pertains to instructions, information and procedures on the soliciting and awarding for special solicitation rate areas.

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.

b. 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 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 the rate(s) is deemed to be noncompensatory, it will be rejected without further opportunity for the TSP to correct or refile rates. As rates are awarded based on an aggregate total for each rate area, removal of a rate(s) will be cause for rejection of all rates to and/or from the affected rate area.

Item 1001 Estimated Tonnages/Shipments

Estimated tonnage/shipments are based on historical records. Tonnage/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. See paragraph 1007 for cancellation.

Item 1003 General

These procedures solicit competitive rates for the following areas.

a. UB shipments from Virginia (BGAC – JPPSOWA Ft. Belvoir AOR) to American Embassies.

   1) Code 8 rates for UB shipments from the Virginia, to specified American Embassies.

   2) Shipments will be controlled by Joint Personal Property Shipping Office, Fort Belvoir, Virginia.

   3) TSPs will provide destination services unless directed by the responsible American Embassy at destination.

b. HHG and/or UB shipments from Egypt to CONUS.

   1) Code T rates for HHG shipments and code 8 shipments from Egypt and moving to CONUS rate areas and Code T shipments from CONUS to Egypt

   2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

   3) CONUS AMC Terminal – McGuire

c. HHG and UB shipments to/from South and Central America.

   1) Code T, and 4 HHG and Code 8 UB shipments from/to 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 member'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 agents provided in Chapter 10 Table 2. Agents requesting approval should address their request to the Personal Property Office, Naval Station, Roosevelt Roads, Puerto Rico.

5) CONUS AMC terminal - Charleston

d. 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 various PPSOs dependent upon the member's duty station.

3) TSPs will submit bids based upon the use of one of the following Embassy-approved agents: F.P.S. Transport and Services Co., Ltd., Fax (662) 391-9147, Transport International Ltd., Fax (662) 259-6555, Union Transfer and Storage Co., Ltd., Fax (662) 249-9619, JVK Int'l Movers, Fax (662) 375-2925, Thai International, Fax (662) 375-8238.

e. 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 various PPSOs dependent upon the member's duty station.

f. 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 various PPSOs dependent upon the member’s duty station.

g. UB to/from Qatar

1) Code 8 rates forUB shipments to/from Qater and CONUS rate areas

2) Shipments will be controlled by various PPSOs dependent upon the member’s duty station

h. UB to/from Saudi Arabia (USMTM shipments does not apply to shipments inbound/outbound to/from Embassy(s)/Consulate(s))

1) Code 8 rates for UB shipments to/from Riyadh, Saudi Arabia and CONUS rate areas

2) Shipments will be controlled by various PPSOs dependent upon the member’s duty station

i. 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 various PPSOs dependent upon the member's duty station

Item 1004 Participation

Participation in these RFQs is strictly voluntary.

TABLE 2 : List of Currently Known DOD Agents for OCONUS Special Solicitation Rate Areas

CENTRAL/SOUTH AMERICA

COUNTRY	AGENT NAME	FAX NUMBER
ARGENTINA	Argentina International Moving, S.R.L. Email: argenmove@argenmove.com.ar	011-5411-54322-2297
	Lift Van International Co., S.A.C. Email: Mdavid@liftvan.com	011-5411-4741-7211
BELIZE	Searle Packing Email: Searlefam@btl.net	011-502-223-3902
BOLIVIA	Bolivian Movers, S.R.L.	011-591-2-222-8143
	Exprinter Lift Vans, S.A. Email: norma.camberos@expreintur.com	011-591-2-244-3802
	Faros Email: farosmovers@yahoo.ex	011-591-2-222-5453
	Inbolpack – International Bolivian Packers Email: flavinbo@ceibo.entelnet.bo	011-591-2-239-2036
BRAZIL	Metropolitan Transports, S.A. Email: lima@metropolitan-transports.com.br	011-5521-3452-9250
	Transportes Fink, S.A. Email: Isantori.fink.com.br	011-5521-2445-8113
CHILE	Deca Pack	011-562-223-9803
	Ward Van Lines, Ltd.	011-562-623-3916
	Unipack, S.A.	011-562-681-7616
COLUMBIA	Transpack, Ltda. Email: transarc@colomsat.net.com	011-571-268-1218
(RECOMMENDED)	ABC Cargo Logistics S.A. 011-571-4222388 x 145 Email: operativomudanzas@abccargolog.com	
	Portan S.A. **(RECOMMENDED)** Email: lacolmenares@portan.com Email: pcolmenares@portan.com	011-571-2770441
	Aviomar **(RECOMMENDED)** Email: Ximena.tobar@aviomar.com.co	011-571-4255555 x 145
COSTA RICA	APA Inversiones Comerciales, S.A.	011-506-233-0517
	Mudanzas Mundiales, S.A.	011-506-53-3390
	Mudanzas y Carga de Cubujuqui, S.A.	011-506-317-135

COUNTRY	AGENT NAME	FAX NUMBER
ECUADOR	Ecuadorian Transport	011-59322-592172
	Email: ecutrans@uio.sat.net.net	
	Global Transportes Co., Ltda.	011-5932-2-472587
	Email: globalec@uio.telconet.net	
	International Shipping	011-5932-2-406067
	Email: insa@uio.satnet.net	
	Metropolitan Expreso	011-593-2-2-475-730
	Email: metrex1@metrex.com.ec	
EL SALVADOR	Mudanzas Internacionales, S.A. (MUDISA)	011-503- 78-1244
	Mudanzas Suarez, S.A.	011-503- 23-3278
GUATEMALA	Caniz Van Lines, S.A.	011-502-334-8292
	Email: aortiz@caniz.com	
	Intermud, S.A.	011-474-5184/5
	Email: intermud@guate.net	
	Swiss Global Movers (CROPA)	011-502-471-6120
	Email: lilianasalguero@cropa.com.gt	
HONDURAS	Mudanzas Orbe **(NOT BEING USED)**	011-504- 234-7677
	Email: raosorto@123.hn	
	Mudanzas International	011-504- 232-7536
	Email: mudintl@hondutel.hn	
	Mudanzas Airlift	011-504 232-2739
	Email: airlift@gbm.hn	
PARAGUAY	Servimex, S.R.L.	011-595-21-311286
	Email: Servimex@servimex.com.py or	
	Email: Yinyim@servimex.com.py	
PERU	Express Transoprts, S.A.	011-511-242-5115
	Email: krumdiek@express.com.pe	
	Security International Moving	011-511-436-6300
	Email: mmartinez@simoving.com.pg	
	World Shipping & Storage **(NOT BEING USED)**	011-511-536-8383
	Email: jgalvez@worldshipping.com.pe	
URUGUAY	AutoGiro Campos HNOS. & CIA., Ltda.	011-598-2-924-1682
	Email: trankmail@autogiro.com.uy	
	Intermove S.A.	011-598-2-309-7893
	Email : intermov@adunet.com.uy	
VENEZUELA	Aduanera SudAmericana	011-583- 12-1101
	Clover Internacional Movers	011-582- 93-5466
	Condor International, S.A.	011-582- 283-2657
	Mudanzas Internacionales Global, S.A.	011-582- 238-3287
	Traslada, S.A.	011-582-35-8146
	Venezuelan International Packers(**NOT BEING USED**)	011-582- 752-5019
QATAR	Gettco Trading	
	Email: gettco@qatar.net.qa	
	Comm: 974 432 7151	
	Mobil: 974 583 2561	

Swift Freight International
Email: swiftint1@qatar.net.qa
Comm: 974 460 4815
Mobile: 974 589 5704

SAUDI ARABIA. Shipments originating in or destined to USMTM controlled areas within Saudi Arabia will be serviced by Headquarters, United States Military Training Mission, Personal Property Shipping Office, Riyadh, email: tmo@usmtm.sppn.af.mil; Comm: 966 478 1100, ext 252-7076 when in Saudi Arabia. Therefore, TSP's SFR submission should not include these origin/destination services.

THAILAND

Omega	662-391-9147
Transpo International Ltd.	662-259-6555
JVK Int'l Movers	662-375-2925

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 3 work days after pickup at the member'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 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 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 with 463L pallets and plastic covers supplied by the AMC air terminals. 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. Intertheater 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, 4500.9R), 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 Responsibilities:

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.

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 agents facility

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	DODAAD 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	DODAAD 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	Member's name (Last, First, and Middle Initial).
43e	Member'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	"TFl" (constant).
2	TSP Leave Blank
3	DODAAD 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	DODAAD 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 - CODE 3

Purpose:

This chapter contains information on the terms, conditions, and procedures for Code 3 HHG shipments. Code 3 service is defined as the through movement of HHG in Type II -approved containers whereby a TSP provides origin services, linehaul service from origin residence to a commercial ocean terminal, ocean transportation (using SDDC Operations Center-negotiated rates to a commercial port of discharge), linehaul to destination residence, and destination services.

Item 1200 Application and Scope

a. Code 3 service applies to international HHG shipments moving between CONUS and Japan (JA01, JA02, and JA03), Okinawa (JA96), and Korea (KS).

b. The administrative requirements, terms, conditions, rules, and service requirements contained in this Tender apply to Code 3 shipments. The accessorial requirements and schedules of rates and charges contained in Chapter 5 apply. In addition to the above information, Code 3 movements are subject to the operational procedures outlined in this Chapter.

Item 1201 Administrative Requirements

a. Code 3 Approval. SDDC-approved TSPs having Code 4 approval to transport HHG shipments to/from Japan, Okinawa, and Korea are approved for Code 3 movements. These TSPs are automatically granted ordering authorization to book containers/shipments under the SDDC Operations Center Universal Service Shipping Contract (USC).

b. Participation. TSP participation and/or rate submission for Code 3 service is strictly voluntary.

Item 1202 Application of Transportation SFR

a. The transportation SFR for Code 3 shipments will include all services as stated in Item 223 of Chapter 2, except over-ocean transportation charges. SDDC Operations Center over-ocean rates between CONUS ports and designated overseas ports, as published in the SDDC Operations Center USC Contract will be used for the ocean segment. The TSP is responsible for through movement and all services associated with origin services, linehaul, consolidation, port handling, and delivery.

b. TSP submitting Code 3 SFRs agree to adhere to the administrative instructions associated with the ordering authorization for the purpose of using the ocean rates under the SDDC Operations Center USC Contract.

Item 1203 Ordering Authority

a. General. TSPs approved to participate in Code 4 service between the rate areas identified in Item 1601a and filing Code 3 rates between these rate areas are authorized to use the SDDC Operations Center ocean rates. This authority is limited to the scope specified herein and subject to Government oversight.

b. Ordering Authorization.

   1) TSPs with accepted Code 3 rates are authorized to use the SDDC Operations Center USC Contract to book ocean containers/shipments for over-ocean movement. Ordering authority is limited to the booking of DOD-sponsored household goods shipments on a port-to-port basis.

   2) TSPs are responsible for complying with the procedures prescribed herein.

   3) SDDC will provide ocean TSPs with notice of the International TSPs authorized to book ocean containers/shipments and issue shipping orders against the SDDC Operations Center USC Contract.

   4) TSPs failing to comply with the administrative instructions herein will be subject to disqualification pursuant to Item 308.

Item 1204 Administrative Instructions for Ocean Container/Shipment Bookings

a. General. Only TSPs with SDDC-accepted Code 3 rates may offer bookings under the SDDC Operations Center USC Contract.

b. Ocean Container/Shipment Booking.

1) Code 3 container/shipment bookings will be offered to the ocean TSP in the following sequence unless instructed otherwise by SDDC:

a) To the low cost TSP

b) If the container/shipment booking is not accepted by the low cost ocean TSP it will then be offered to the next low cost ocean TSP.

2) If an ocean TSP does not accept the container/shipment booking, it shall be documented in accordance with Item 1204d.

c. Delivery Order.

1) The International TSP ordering ocean transportation services will issue a delivery order in a format as mutually acceptable by the parties (DAMT01-03-D-XXXX, page 9, para 6.2.3) for each container/shipment offered and/or booked. The delivery order shall be evidence of ownership and will constitute the contract of carriage issued to the contractor.

2) The International TSP ordering ocean transportation services will provide a completed delivery order to the ocean TSP and any International co-loading TSPs for each container booked, along with any standard customs documentation not later than the time of vessel sailing to which the cargo is loaded or later if agreed upon in writing by the ocean TSP. The International TSP accepts full responsibility for any frustration of cargo as a result of failure to provide appropriate documentation.

d. Ocean TSP Refusals.

1) Code 3 container/shipment booking refusals by any or all ocean TSP(s) shall be documented by signature of the ocean TSP in the block designated "OTHER PARTICULARS" of the delivery order. The completed delivery order shall be faxed to the declining ocean TSP for certification/signature. The ocean TSP will certify/sign and return the form to the International TSP within 24 hours. If the signed form is not returned by the declining ocean TSP within 24 hours, the International TSP shall self-certify as to the refusal of cargo, indicating the ocean TSP failed to return an executed copy within 24 hours. The self-certification shall include the signature of the International TSP's representative and a statement that the 24-hour time period has expired and the ocean TSP has failed to return the delivery order. A copy of the documented refusal shall be faxed to SDDC, ATTN: SDDC-PP-PO, within 48 hours of the ocean TSP's refusal or failure to certify the form.

2) The delivery order must be submitted with the TSP's billing in order to support compensation of ocean charges for use of other than the low cost ocean TSP.

3) If the container/shipment booking is not accepted by any ocean TSP, the International TSP will report the failure of the ocean TSPs to provide service to SDDC, ATTN: SDDC-PP-PO.

e. Use of Foreign Flag Shipping. The provisions contained in Item 221apply if Code 3 shipments are declined by all U.S. flag ocean TSPs.

f. Ocean Container Detention Charges. The TSP ordering services from the ocean TSP is responsible for payment of container detention charges, without reimbursement from the Government, in the amount set forth in the SDDC Operations Center USC Contract.

Item 1205 Ocean Container Utilization

a. SDDC Operations Center ocean rates are based on rates per measurement ton utilizing 100 percent of the inside cubic capacity of the ocean container. TSPs shall maximize the net weight of HHGs loaded in the ocean container.

b. Compensation of ocean charges are predicated on a density factor. The ocean charges reimbursable to the TSP are predicated on maximum container utilization in accordance with Item 1208.

Item 1206 Port Information

a. General. Ocean rates are predicated on use of the CONUS and overseas ports specified below. Code 3 shipments must transit the applicable ports of embarkation/debarkation. Port selection is at the discretion of the International TSP.

b. Port Designation. The ocean charges reflected in Item 1208d apply to use of the following designated ports between CONUS and the applicable rate areas:

BETWEEN CONUS AND JAPAN

CONUS West Coast Ports	Overseas Ports
Long Beach, CA (3H3)	Kobe, Japan (UL3)
Los Angeles, CA (3H1)	Nagoya, Japan (UM6)
Oakland, CA (3D2)	Osaka, Japan (UL2)
Seattle, WA (4D3)	Tokyo, Japan (UM3)
Tacoma, WA (4E1)	Yokohama, Japan (UME)
	Hakata, Japan

BETWEEN CONUS AND OKINAWA

CONUS West Coast Ports	Overseas Port
Long Beach, CA (3H3)	Naha, Okinawa, Japan (UBD)
Los Angeles, CA (3H1)	
Oakland, CA (3D2)	
Seattle, WA (4D3)	
Tacoma, WA (4E1)	

BETWEEN CONUS AND KOREA

CONUS West Coast Ports	Overseas Port
Long Beach, CA (3H3)	Pusan, Korea (UDC)
Los Angeles, CA (3H1)	
Oakland, CA (3D2)	
Seattle, WA (4D3)	
Tacoma, WA (4E1)	

c. Use of Alternate Ports. SDDC will issue instructions regarding use of alternate ports in the event ports reflected in this item cannot be used due to strikes, natural disasters, or other emergencies. If such instructions are received to route through an alternate port, the provisions contained in Item 528 apply.

Item 1207 Co-loading

Co-loading is the loading of an ocean container with personal property shipments which have been tendered to two or more International TSPs. The following procedures regarding co-loading of Code 3 shipments apply:

a. Code 3 shipments may only be co-loaded in ocean containers with Code 3 shipments.

b. Only International TSPs with ordering authority may co-load Code 3 shipments.

c. If it is determined that Code 3 and non-Code 3 shipments are co-loaded, International TSPs will be subject to disqualification pursuant to Item 309.

Item 1208 Ocean Compensation Factor

a. Payment of Ocean Charges to Ocean TSPs.

   1) The International TSP ordering services from the ocean TSP is responsible for payment of ocean charges to the ocean TSP.

   2) Ocean services are considered complete 48 hours after the ocean TSP notification to the International TSP of availability of the container/shipment at the discharge point identified on the delivery order.

   3) Payment of ocean charges by the International Transportation Service Provider shall be made within 30 days after receipt of an invoice from the ocean Transportation Service Provider or evidence of completion of services as identified in Item 1208a(2) above, whichever occurs later. Failure to pay the ocean Transportation service Provider within the required time may lead to disqualification from the code 3 program.

   4) TSPs will be compensated for over-ocean costs based on low cost ocean TSP rates or rates charged by the next higher cost ocean TSP when a delivery order is properly completed in accordance with Item 1204d.

b. Nonpayment of Ocean Charges.

   1) International TSPs failing to pay ocean charges in accordance with Item 1208a above will be subject to disqualification pursuant to Item 309.

   2) Set-off action against the TSP for ocean charges, applicable interest, and any other costs incurred for nonpayment of ocean charges will be initiated.

c. Compensation of Ocean Charges to International TSPs. The TSP will be compensated ocean charges based on the net hundredweight of the Code 3 shipment.

d. Ocean Compensation Factors.

   1) Ocean compensation factors are stated in U.S. dollars and cents per net hundredweight.

   2) Ocean compensation factors are predicated on the use of the ports reflected in Item 1206b. The ocean costs reflected herein are in effect UNDER THE USC06 EFFECTIVE 1 April **2009.**

   3) TSPs will be compensated for ocean costs based on the minimum density factors by movement channel indicated below.

   4) The ocean compensation factors below are predicated on the following formula:

      a) The cubic foot per forty-foot equivalent unit (FEU) (1701 cu. ft.) multiplied by the density factor identified below equals the net weight per FEU.

      b) The net weight per FEU divided by 100 to determine the number of hundredweights.

      c) The applicable container rate shown below divided by the number of hundredweights to determine the ocean compensation rate.

CONUS West Coast Ports to Specified Rate Areas

Destination	Low TSP	Low Rate	Minimum 40-ft. Container Cost	Second TSP	Second Rate	Minimum 40-ft. Container Cost
Japan						
Okinawa						
Korea						

NOTE: The use of the above rates is predicated on meeting the minimum density of **5.4 for Japan, 5.2 for Okinawa, and 5.4 for Korea**. The 40-foot standard container cost reflected above is predicated on 59 measurement tons and is the minimum cost per container.

Specified Rate Areas to CONUS West Coast Ports

Destination	Low TSP	Low Rate	Minimum 40-ft. Container Cost	Second TSP	Second Rate	Minimum 40-ft. Container Cost
Japan						
Okinawa						
Korea						

NOTE: The use of above rates is predicated on meeting the minimum density of **5.5 for Japan, 6.1 for Okinawa, and 6.5 for Korea**. The 40-foot standard container cost reflected above is predicated on 59 measurement tons and is the minimum cost per container.

Note: Above rates can be found on SDDC's website at www.sddc.army.mil.

Item 1209 Bunker Adjustment Factor

a. Payment to Ocean TSPs. Ocean TSP invoices submitted to the International TSP will reflect the applicable Bunker Adjustment Factor separately. The International TSP shall make payments or deductions, as applicable, for each ocean TSP invoice submitted.

b. Reimbursement to International TSPs. International TSPs will be reimbursed for the actual amount paid to the ocean TSP. The Bunker Adjustment Factor will be identified as a separate line item charge in DPS, and supported by the ocean TSP invoice for the actual amount.

Item 1210 Currency Adjustment Factor

a. Payment to Ocean TSPs. Ocean TSP invoices submitted to the International TSP will reflect the applicable Currency Adjustment Factor separately. The International TSP shall make payments or deductions, as applicable, for each ocean TSP invoice submitted.

b. Reimbursement to International TSPs. The International TSPs will be reimbursed for the actual amount paid to the ocean TSP. The Currency Adjustment Factor will be identified as a separate line item charge in DPS, and supported by the ocean TSP invoice for the actual amount.

Item 1211 Destination Changes

a. Termination and Onward Movement. When a Code 3 shipment has arrived at the POE, at the POD, the final destination, or is in SIT, and the destination will require further over-ocean transportation, the shipment shall be terminated and reshipped in accordance with the procedures and charges set forth in Items 522 and 524.

b. Delivery from SIT. When a Code 3 shipment is in SIT and movement to the newly established destination will not require further over-ocean transportation, the destination will be considered a

delivery from SIT. The distance between the SIT location and the new destination shall determine rate application.

c. Diversions. When the final destination of a Code 3 shipment not in SIT is changed to a new destination that does not require further over-ocean transportation and the new destination is more than 30 miles from the original destination, the shipment shall be diverted. The provisions and rate applications in Item 526 apply.

Item 1212 Code 3 Rate Certifications

Code 3 Rate Certifications. TSPs certifying Code 3 rates are authorized to book ocean containers/shipments at rate applicable in the SDDC Operations Center USC Contract. This authorization is limited to the channels for which Code 3 rates have been submitted and accepted.

Item 1213 Transit Times

The Code 4 transit times published in the DOD 4500.9R will apply for Code 3 shipments. TSP appeals for missed RDDs will be evaluated in accordance with procedures for delays in the Defense Transportation System.

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

Sardinia (IT20)
- USNSO La Maddalena

b. PORTUGAL:

Portugal (PO)
- USMAAG Lisbon Portugal
- US Nat Support Unit, Lisbon, Portugal

Azores (POO1)
- 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)
   US8030400 (Zone V)
   US8050500 (Zone III)
   US8142800 (Zone IV) - **OTO Area**

e. Australia:
   AS11 (Zone 1)
   AS21 (Zone 2)

f. Japan:
   JA01 (Central)
   JA02 (South)
   JA03 (North)
   JA04 (Hokkaido)-OTO program.
   JA96 (Okinawa)

g. Hawaii:
   US89 (Island of Oahu)
   US891 (All neighbor islands of Oahu)-OTO program.

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 will be handled under the OTO program.**

b. **Australia**. Shipments to/from Western Australia will be handled under the OTO program. Shipments to/from Tasmania and the city of Townsville will be handled under the OTO program. Additionally, Darwin, and RAAF Tindal and all of the Northern territory (excluding Alice Springs) will be handled under the OTO program.

d. **Baleric Islands**. Shipments to/from Menorca and Mallorca which are a part of the Baleric Islands will move under the OTO program.

e. **Cuba**. Rates for HHG and UB between CONUS and Guatanamo 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 handled under the OTO program.

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.

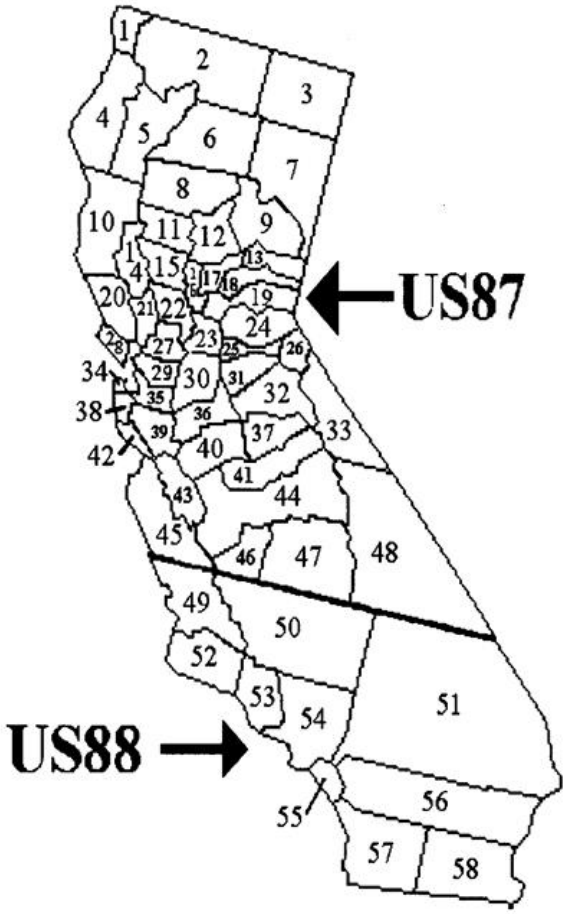
p. **Sardinia** (IT20). Rate area IT20 is re-designated as the single rate area for Sardinia.

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 COS (KKFA)
- COGUARD Alameda (LHNQ)
- Presidio of Monterey(LHAT)
- NAS Lemoore (LGNL)
- NAVAIRWPNSTA China Lake (LENV)
- NPGS, Monterey (LFNT)

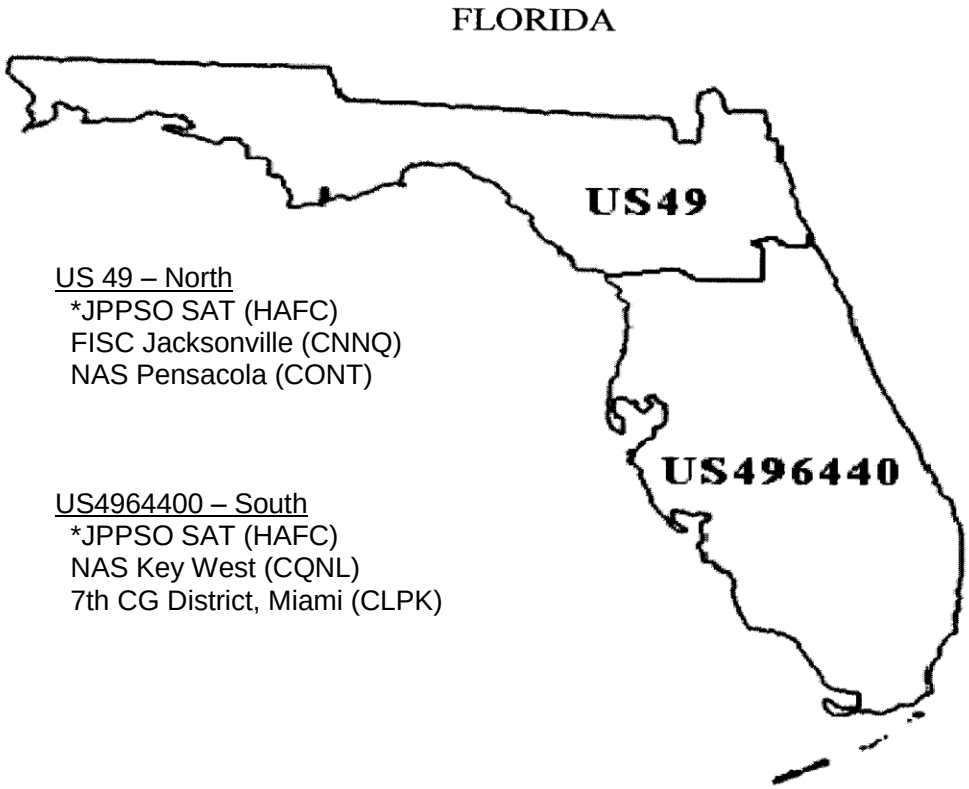
US88 - South
- Camp Pendleton (LFMT)
- FISC San Diego (LKNQ)
- *MCAS Yuma, AZ (KDML)
- FISC Seal Beach (LENQ)
- NTC Fort Irwin (LKAT)
- NAVAIRWPNCTR China Lake (LENV)
- NCBC PortHueneme (LDNP)
- Twentynine.Palms (LIMT)
- JPPSO COS (KKFA)
- NAF El Centro, CA (LENL)

* Asterisk identifies PPSO located in an adjacent state controlling traffic in the rate area indicated.

COUNTIES

1. Del Norte
2. Siskiyou
3. Modoc
4. Humboldt
5. Trinity
6. Shasta
7. Lassen
8. Tehama
9. Plumas
10. Mendocino
11. Glenn
12. Butte
13. Sierra
14. Lake
15. Colusa
16. Sutter
17. Yuba
18. Nevada
19. Placer
20. Sonoma
21. Napa
22. Yolo
23. Sacramento
24. El Dorado
25. Amador
26. Alpine
27. Solano
28. Marin
29. Contra Costa
30. San Joaquin
31. Calaveras
32. Tuolumne
33. Mono
34. San Francisco
35. Alameda
36. Stanislauas
37. Mariposa
38. San Mateo
39. Santa Clara
40. Merced
41. Madera
42. Santa Cruz
43. San Benito
44. Fresno
45. Monterey
46. Kings
47. Tulare
48. InYo
49. San Luis Obispo
50. Kern
51. San Bernardino
52. Santa Barbara
53. Ventura
54. Los Angeles
55. Orange
56. Riverside
57. San Diego
58. Imperial

FLORIDA



US 49 – North
*JPPSO SAT (HAFC)
FISC Jacksonville (CNNQ)
NAS Pensacola (CONT)

US4964400 – South
*JPPSO SAT (HAFC)
NAS Key West (CQNL)
7th CG District, Miami (CLPK)

* Asterisk identifies PPSO's located in adjacent states controlling traffic in the rate areas indicated.

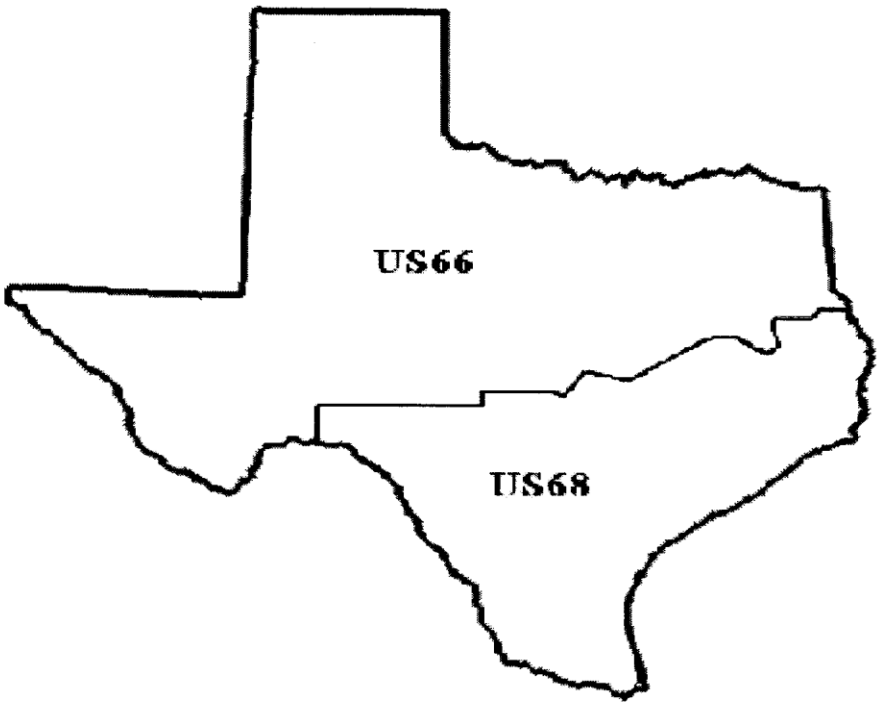
US49

Alachua	Gadsden	Nassau
Baker	Gilchrist	Okaloosa
Bay	Gulf	Putnam
Bradford	Hamilton	Santa Rosa
Calhoun	Holmes	StJohns
Clay	Jackson	Suwannee
Columbia	Jefferson	Taylor
Dixie	Leon	Union
Duval	Levy	Wakulla
Escambia	Liberty	Walton
Flagler	Madison	Washington
Franklin	Marion	

US496440

Brevard	Hillsborough	Pinellas
Broward	Indian River	Polk
Charlotte	Lake	Sarasota
Citrus	Lee	Seminole
Collier	Manatee	St Lucie
Date	Martin	Sumter
Desoto	Monroe	Valusia
Glades	Okeechobee	
Hardee	Orange	
Hendry	Osceola	
Hernando	Palm Beach	
Highlands Pasco		

TEXAS



US66 – North	US68 - South
Ft. Bliss (HAAE)	*Ft. Polk, LA (FSAT)
Ft. Hood (HBAT	JPPSO San Antonio (HAFC)
NAS JRF Ft Worth (HBNL)	NAS Corpus Christi (HBNT)
Red River AD (HBAQ)	
JPPSO-COS, Colorado Springs, CO (KKFA)	

* Asterisk identifies PPSOs located in adjacent states controlling traffic in the rate area indicated.

TEXAS (COUNTIES)

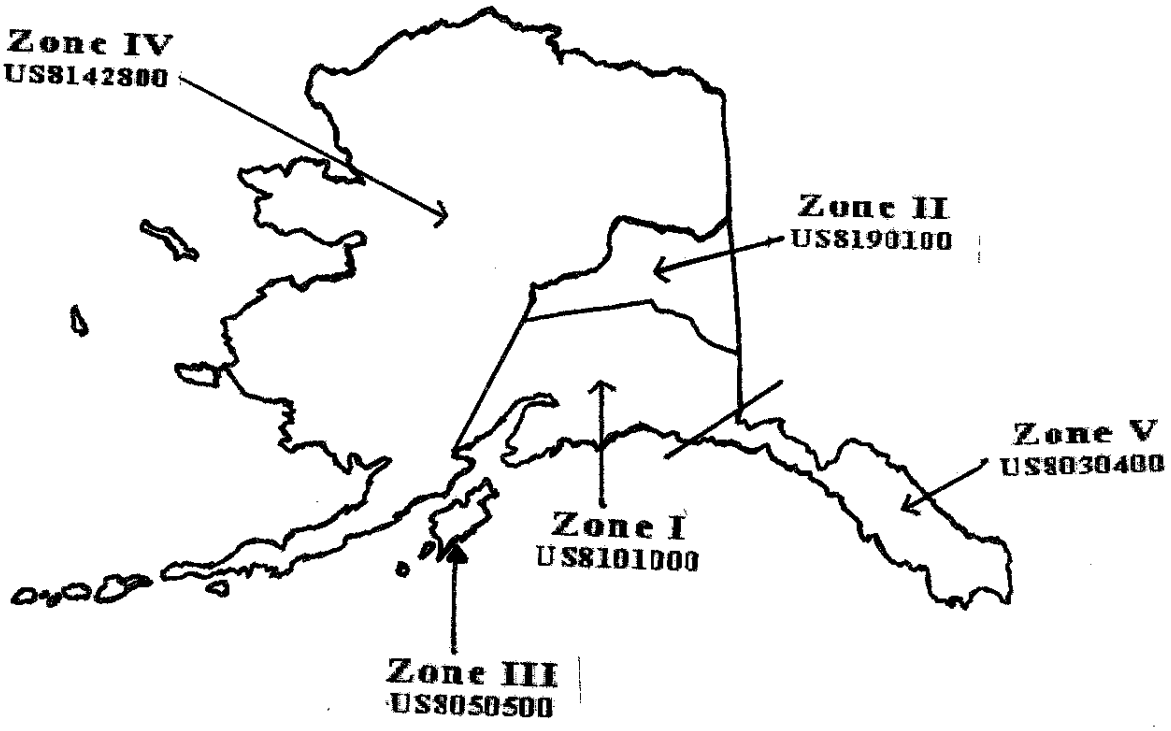
US66 - North Texas

Anderson
Andrews
Archer
Armstrong
Bailey
Baylor
Bell
Borden
Bosque
Bowie
Brewster
Briscoe
Brown
Burnet
Callahan
Camp
Carson
Cass
Castro
Cherokee
Childress
Classcock
Clay
Cochran
Coke
Coleman
Colin
Collingsworth
Comanche
Concho
Cooke
Coryeil
Cottle
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
Gray
Grayson
Green
Greg
Hale
Hall
Hamilton
Hansford
Hardeman
Harrison
Hartley
Haskell
Henderson
Hephill
Hill
Hockley
Hood
Hopkins
Howard
Hudspeth
Hunt
Hutchinson
Irion
Jack
Jeff Davis
Johnson
Jones
Kaufman
Kent
Kimble
King
Knox
Lamar
Lamb
Lanpasas
Limestone
Lipscomb
Llano
Loving
Lubbock
Lynn
Mantague
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
Ruckwall
Runnels
Rusk
San Saba
Schleicher
Scurry
Shackelford
Sherman
Smith
Somervell
Stephens
Sterling
Stonewall
Sutton
Swisher
Tarrant
Taylor
Terrell
Terry
Throckmorton
Titus
Upshur
Upton
Van Zandt
Ward
Wheeler
Wichita
Wilbarger
Winkler
Wise
Wood
Yoakum
Young
Stonewall

US68 - South Texas

Anderson
Angelina
Atascosa
Austin
Bandera
Bastrop
Bee
Bexar
Blanco
Brazoria
Brazos
Brooks
Burleson
Caldwell
Calhoun
Cameron
Chambers
Colorado
Comal
Crane
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
Willary
Williamson
Wilson
Zapata
Zavala

ALASKA



ZONE CODE	ZONE	INSTALLATION
US8101000	Zone I	Anchorage/Elmendorf AFB (MBFL)
US8190100	Zone II	Anchorage/Elmendorf AFB (MBFL)
		Fort Wainwright (MBAT)
US8050500	Zone III	USCG Kodiak (MAPS)
OTO AREA	Zone IV	Adak, Alaska (MBFL) (OTO)
US8030400	Zone V	ISC Ketchikan-Juneau (MAPK)

ALASKA (CITIES)

Zone I US 8101000	Zone II US 8190100	Zone III US 8050500	Zone V US 8030400
ANCHOR POINT	ANDERSON	CHINIAK	ANGOON
ANCHORAGE	BADGER	KODIAK	AUKE BAY
BIG LAKE	CANTWELL		COFFMAN COVE
CHICKALOON	CHICKEN		CRAIG
CHITINA	CLEAR		DOUGLAS
CHUGIAK	COLDFOOT		EDNA BAY
CLAM GULCH	DELTA JUNCTION		ELFIN COVE
COOPER LANDING	DENALI NATIONAL PARK		GUSTAVUS
COOPER LNDG	DOT LAKE		HAINES
COPPER CENTER	EAGLE		HOONAH
EAGLE RIVER	EIELSON AFB		HYDABURG
ELMENDORF AFB	ESTER		HYDER
FORT RICHARDSON	FAIRBANKS		JUNEAU
FRITZ CREEK	FORT GREELY		KAKE
FT RICHARDSON	FORT WAINWRIGHT		KASAAN
GAKONA	HEALY		KETCHIKAN
GIRDWOOD	MANLEY HOT SPRINGS		KLAWOCK
GLENNALLEN	MENTASTA LAKE		METLAKATLA
HOMER	NENANA		MEYERS CHUCK
HOPE	NORTH POLE		NAUKATI BAY
HOUSTON	NORTHWAY		PELICAN
INDIAN	SALCHA		PETERSBURG
KASILOF	STEESE		POINT BAKER
KENAI	TOK		PORT ALEXANDER
MIERS LAKE	TWO RIVERS		SKAGWAY
MOOSE PASS			TENAKEE SPGS
NIKISKI			TENAKEE SPRINGS
NIKOLAEVSK			THORNE BAY
NINILCHIK			WARD COVE
PALMER			WRANGELL
SELDOVIA			YAKUTAT
SEWARD			
SLANA			
SOLDOTNA			
STERLING			
SUTTON			
TALKEETNA			
TRAPPER CREEK			
VALDEZ			
WASILLA			
WHITTIER			
WILLOW			

ALASKA (CITIES)

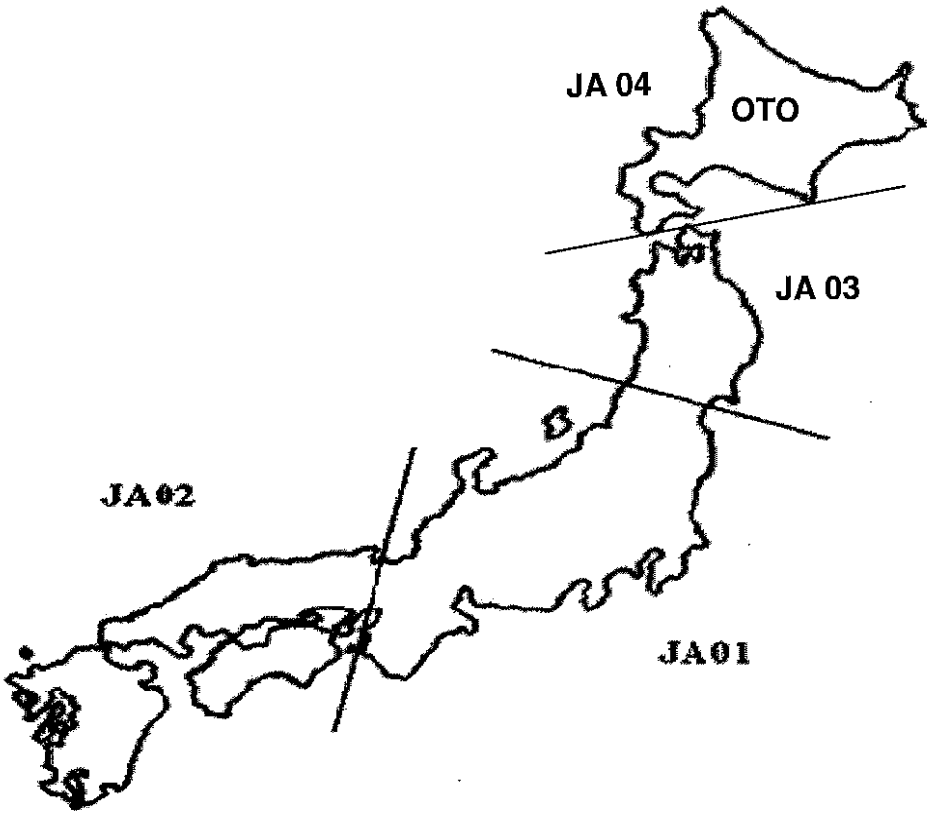
Zone IV - OTO
US 8142800

ADAK
AKHIOK
AKIACHAK
AKIAK
AKUTAN
ALAKANUK
ALEKNAGIK
ALLAKAKET
AMBLER
ANAKTUVUK
ANAKTUVUK PASS
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
COLD BAY
CORDOVA
CROOKED CREEK
DEERING
DILLINGHAM
DIOMEDE
DUTCH HARBOR
EEK
EGEGIK
EKWOK
ELIM
EMMONAK
ENGLISH BAY
FALSE PASS
FORT YUKON
GALENA
GAMBELL
GOLOVIN
GOODNEWS BAY
GRAYLING
HALIBUT COVE
HOLY CROSS
HOOPER BAY
HUGHES
HUSLIA
IGIUGIG
ILIAMNA
KAKTOVIK
KALSKAG
KALTAG
KARLUK
KASIGLUK
KIANA
KING COVE
KING SALMON
KIPNUK
KIVALINA
KOBUK
KOKHANOK
KOLIGANEK
KONGIGANAK
KOTLIK
KOTZEBUE
KOYUK
KOYUKUK
KWETHLUK
KWIGILLINGOK
LAKE MINCHUMINA
LARSEN BAY
LEVELOCK
LITTLE DIOMEDE
LOWER KALSKAG
MANOKOTAK
MARSHALL
MC GRATH
MEKORYUK
MINTO
MOUNTAIN VILLAGE
NAKNEK
NANWALEK
NAPAKIAK
NAPASKIAK
NELSON LAGOON
NEW STUYAHOK
NEWTOK
NIGHTMUTE
NIKOLAI
NIKOLSKI
NOATAK
NOME
NONDALTON
NOORVIK
NUIQSUT
NULATO
NUNAM IQUA
NUNAPITCHUK
OLD HARBOR
OUZINKIE
PEDRO BAY
PERRYVILLE
PILOT POINT
PILOT STATION
PLATINUM
POINT HOPE
POINT LAY
PORT ALSWORTH
PORT GRAHAM
PORT HEIDEN
PORT LIONS
PRUDHOE BAY
QUINHAGAK
RAMPART
RED DEVIL
RUBY
RUSSIAN MISSION
ST. GEORGE ISLAND
SAINT MARYS
SAINT MICHAEL
SAINT PAUL ISLAND
SAND POINT
SAVOONGA
SCAMMON BAY
SELAWIK
SHAGELUK
SHAKTOOLIK
SHISHMAREF
SHUNGNAK
SKWENTNA
SLEETMUTE
SOUTH NAKNEK
ST GEORGE IS
ST PAUL ISLE
STEBBINS
STEVENS VILLAGE
STONY RIVER
TAKOTNA
TANACROSS
TANANA
TATITLEK
TELLER
TOGIAK
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK
TWIN HILLS
TYONEK
UNALAKLEET
UNALASKA
VENETIE
WAINWRIGHT
WALES
WHITE MOUNTAIN

AUSTRALIA

AS11 – Zone 1 -	New South Wales
	Queensland
	Victoria
AS21 - Zone 2 -	North Territory
	South Australia
OTO - Zone 3 -	Western Australia

JAPAN



JA01 – Central

Aichi
Atsugi
Camp Zama
Chiba
Fukushima
Gifii
Gunima
Fbaraki
Ishikawa
Kanagawa
Me
Nagano
Nara
Niigata
Osaka
Saitama
Shiga
Shizouka
Tochigi
Tokyo
Toyama
Wakayma
Yokohama
Yokosuka

JA02 – South

Ehime
Fukuoka
Hyogo
Lwakuni
Kagawa
Kogoshima
Kochi
Kumamoto
Miyazaki
Nagasaki
Oita
Okayma
Saga
Sasebo
Shimane
Tokushima
Tottori
Yamaguchi

JA03 - North

Akita
Aomori
Iwate
Misawa
Miyagi
Yamagata

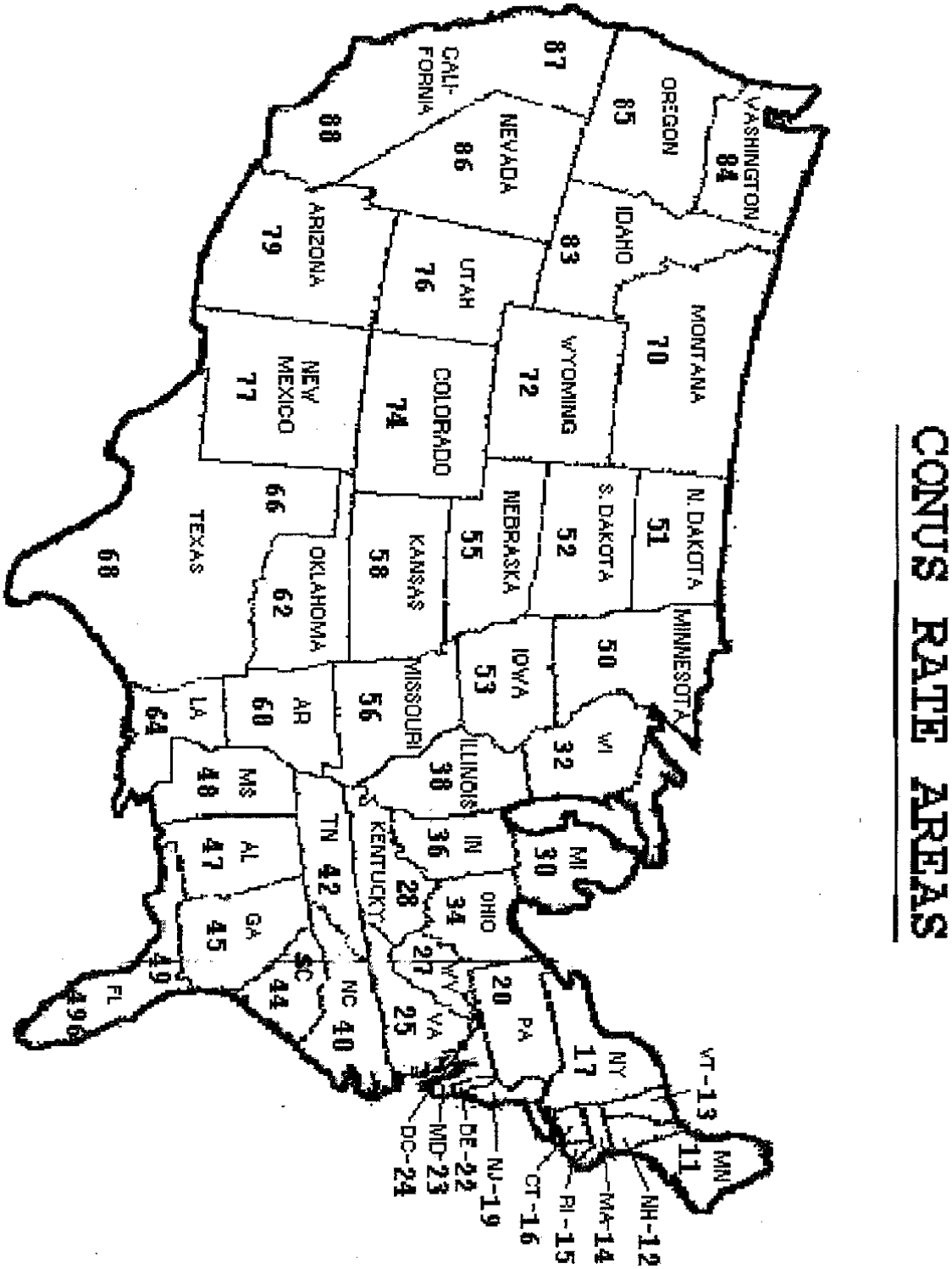
JA04 – OTO

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 port, 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 Code 3 Ports

Water ports designated for the movement of Code 3 between CONUS and selected overseas rate areas are shown in Item 1414.

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 UK76	PO01
	AND						
ALL	SUU	SUU	SUU	WRI	NGU	WRI	WRI

* Shipments between the Netherlands/Belgium and CONUS transit Ramstein. Carriers are responsible for movement to/from Ramstein to Netherlands and Belgium.

** Shipments destined to the State of Washington from the Pacific theatre will be delivered to McChord AFB, WA (TCM). All other shipments to/from the Pacific will continue to be delivered to Travis AFB, CA (SUU).

LEGEND: NGU - NAS, Norfolk, VA WRI - McGuire AFB, NJ

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
WOOMERA (AS21)	WOOMERA	UMR
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
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
OKINAWA	KADENA AB	DNA
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** JA96** US89**	JA01** JA02** JA03** KS**	AS11** AS21**	BE* GE NL* TU	BA, IC, GR29, IT10,IT20(1) NAPLES IT SP, RQ	IT (ex NAPLES) UK UK76	PO01
	AND						
ALL	SUU	SUU	SUU	WRI	NGU	WRI	WRI

Note: Intratheater shipments moving between Australia and Pacific areas are routed from Australia POEs to Hickam AFB, Hawaii to final destination APOD via AMC airlift. Shipments that are shortlanded at Norton AFB, CA, will be moved via opportune airlift or under ASIF expense.

* Shipments between the Netherlands/Belgium and CONUS transit Ramstein. TSPs are responsible for movement to/from Ramstein to Netherlands and Belgium.

** Shipments destined to the State of Washington from the Pacific theatre will be delivered to McChord AFB, WA (TCM). All other shipments to/from the Pacific will continue to be delivered to Travis AFB, CA (SUU).

LEGEND: NGU - NAS, Norfolk, VA WRI - McGuire AFB, NJ

SUU - Travis AFB, CA TCM - McChord AFB, WA

1) La Maddalena only

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
WOOMERA (AS21)	WOOMERA	UMR
AZORES	LAJES FIELD	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
CRETE	IRAKLION	VWH
ENGLAND	MILDENHALL	MHZ
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
LA MADDALENA (IT20)	OLBIZ (VIA NAPLES)	OLB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
OKINAWA	KADENA AB	DNA
PUERTO RICO	ROOSEVELT ROADS	NRR
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB

Item 1411 CODE 5 PORT DESIGNATION (EFFECTIVE OCTOBER 1, 1999)

STATE	IC PO01	STATE	IC PO01
US11 ME	1MJ	US49 FL-N	1MJ
US12 NH	1MJ	US496 FL-S	1MJ
US13 VT	1MJ	US50 MN	1MJ
US14 MA	1MJ	US51 ND	1MJ
US15 RI	1MJ	US52 SD	1MJ
US16 CT	1MJ	US53 IA	1MJ
US17 NY	1MJ	US55 NE	1MJ
US19 NJ	1MJ	US56 MO	1MJ
US20 PA	1MJ	US58 KS	1MJ
US22 DE	1MJ	US60 AR	1MJ
US23 MD	1MJ	US62 OK	1MJ
US24 DC	1MJ	US64 LA	1MJ
US25 VA	1MJ	US66 TX-N	1MJ
US27 WV	1MJ	US68 TX-S	1MJ
US28 KY	1MJ	US70 MT	1MJ
US30 MI	1MJ	US72 WY	1MJ
US32 WI	1MJ	US74 CO	1MJ
US34 OH	1MJ	US76 UT	1MJ
US36 IN	1MJ	US77 NM	1MJ
US38 IL	1MJ	US79 AZ	1MJ
US40 NC	1MJ	US83 ID	1MJ
US42 TN	1MJ	US84 WA	1MJ
US44 SC	1MJ	US85 OR	1MJ
US45 GA	1MJ	US86 NV	1MJ
US47 AL	1MJ	US87 CA-N	1MJ
US48 MS	1MJ	US88 CA-S	1MJ

LEGEND:

1MJ - Norfolk, VA

Item 1412 OVERSEAS MSC TERMINAL FOR CODE 5 SHIPMENTS

COUNTRY	PORT USED	PORT DESIGNATOR	AREAS SERVED
AZORES, The	Praia Da Victoria	GA3	Azores

NOTES: * Routing per overseas PPCIG.

Item 1413 CODE 4 PORTS OF EMBARKATION AND DEBARKATION

SERVICING PORTS		BETWEEN CONUS AND: (UNLESS OTHERWISE DESIGNATED)		
BALTIMORE CHARLESTON HOUSTONSAN JACKSONVILLE LOS ANGELES NEW ORLEANS	NEW YORK NORFOLK 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 CODE 3 PORTS OF EMBARKATION AND DEBARKATION

SERVICING PORTS		BETWEEN CONUS AND: (UNLESS OTHERWISE DESIGNATED)
CONUS	**OVERSEAS**	
LONG BEACH	KOBE	JAPAN
LOS ANGELES	NAGOYA	
OAKLAND	OSAKA	
SEATTLE	TOKYO	
TACOMA	YOKOHAMA	
	HAKATA	
LONG BEACH		
LOS ANGELES		
OAKLAND	NAHA	OKINAWA
SEATTLE		
TACOMA		
LONG BEACH		
LOS ANGELES		
OAKLAND	PUSAN	KOREA
SEATTLE		
TACOMA		

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	ALASKA
II	US8190100	ALASKA
III	US8050500	ALASKA
IV	US8142800	ALASKA
V	US8030400	ALASKA
AUSTRALIA	AS11	AUSTL
	AS21	AUSTL
AZORES	PO01	PORTG
BELGIUM	BE	BELG
CRETE	GR29	CRETE
GERMANY	GE	GERMY
GUAM	GQ	GUAM
HAWAII	US89	HAWAII
ITALY	IT	ITALY
JAPAN-CENTRAL	JA01	JACNT
JAPAN-SOUTH (excluding Hokkaido)	JA02	JAN-S
JAPAN-NORTH	JA03	JAN-C
KOREA	KS	KORES
NETHERLANDS,The	NL	NETHR
OKINAWA	JA96	OKINA
PORTUGAL	PO	PORTG
PUERTORICO	RQ	PUERTO
SARDINIA	IT20	SARDI
SICILY	IT10	SICLY
SPAIN	SP	SPAIN
TURKEY	TU	TURKY
UNITEDKINGDOM (England &Wales)	UK	UNKIN

CHAPTER 16 - TONNAGE ESTIMATES AND CHANNEL CONTROL LISTING

Purpose

This chapter provides information regarding tonnage/shipment estimates and provides web links for tonnage/shipment estimates and the channel control listing for each rate cycle.

Item 1600

a. Tonnage/Shipment data represents traffic estimates based on historical records. Each rate shown gives an estimate of tonnage/shipment data to and from the rate area. Estimates shown are in hundredweight. These estimates include all codes of service.

b. Tonnage/Shipment data is shown only where SDDC historical data records movement of traffic. However, tonnage/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. 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 would 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.

Item 1603 Web Links

Refer to the SDDC website at http://sddc.army.mil for access to Channel Control Listing Documents.