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

NOTICE: This publication is available digitally on the SDDC website at:

https://www.sddc.army.mil/res/Pages/pubs.aspx

This publication establishes policy, prescribes rules, and describes responsibilities for motor, rail, water, pipeline, air and tank-truck Transportation Service Providers (TSP). These rules will assist TSP in providing safe, reliable and "Best Value" service to Department of Defense (DoD) shippers.

POC: SDDC-G3, email: usarmy.scott.sddc.mbx.g3-domestic-mfturp@mail.mil. USTRANSCOM J4-LC manages the domestic air tender program; for queries, email transcom.scott.tcj5j4.mbx.lc@mail.mil.

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Military Surface Deployment and Distribution Command	
1 Soldier Way	

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1. GENERAL ADMINISTRATIVE INFORMATION

A. Purpose

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

B. Application

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

C. Supersedes and Replaces

This publication supersedes the AMC Air Freight Traffic Rules Publication 28 No. 5 (AFTRP No. 5) and the previous version of the SDDC Military Freight Traffic Unified Rules Publication-1 (MFTURP-1), dated 5 June 2020.

D. Scope

This publication will not prevent different or additional requirements or terms or conditions to apply for a particular shipment if the Transportation Officer (TO), the TSP, and the governing command for the movement mode USTRANSCOM (TCJ4-LC) Commercial Services Branch for domestic air shipments and SDDC for all other modes—agree to the specific change and the change is not prohibited by statute, regulation, executive order, case-law or other applicable legal authority. In those instances, the governing command for the movement mode shall negotiate with the TSP to clarify requirements, rates structure, answer questions and resolve discrepancies. The TSP will submit a negotiated 500,000 series tender.

1. It does not include the transportation of:

a. Shipments moving in courier service.

b. Perishable Subsistence Shipments (Perishable Subsistence TSP Rate Tenders and Service Agreements), administered by Defense Supply Center, Philadelphia (DSCP).

c. Federal Acquisition Regulation (FAR) contracts, to include the General Services Administration (GSA) and Next Generation Delivery Service (NGDS) /DoD Freight Transportation Services (DFTS) contracts, unless the publication is specifically incorporated into the contract or agreement.

2. The words in this agreement shall be construed simply according to their fair and plain meanings, and not strictly for or against either party.

3. If any provision in this publication is capable of two constructions, one of which would make the provision void and the other of which would make the provision valid, then the provision shall have the meaning that makes it valid.

E. Precedence

When rules, charges or other requirements are negotiated (including FAR Based Contracts and Spot Bid) that differ from or conflict with this publication and the intent of the parties is to modify the requirements of this publication as they apply for a particular movement, the negotiated terms will apply to only the specific movement.

F. Successive Regulations

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

G. Definitions

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

H. Abbreviations

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

I. Publication Updates

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

1. The publication can be downloaded and printed from the website.

2. When issues arise pertaining to recommended changes or modifications to rules included in this publication, stakeholders will utilize the SDDC Docketing System, found on the SDDC public website, to notify and justify requested changes. These changes shall be posted on the SDDC website and, if validated by G3, opened for comment.

3. For additional information on this regulation, direct inquiries to:

SDDC, G3, Domestic Carrier Management
1 Soldier Way, Building 1900W
Scott AFB, IL 62225
Email: usarmy.scott.sddc.mbx.g3-domestic-mfturp@mail.mil

For inquiries directly related to Section F, Air Transportation Service Provider Rules, contact:

U.S. Transportation Command, Commercial Services Branch, (TCJ4-LC) commercial 618-220-5773, DSN 770-5773, DSN 770-4684, email transcom.scott.tcj5j4.mbx.lc@mail.mil.

4. Any change that results in a significant effect, significant cost or administrative impact shall be published in the Federal Register in accordance with 41, U.S.C. §418. The effective date of the change shall be published on the SDDC's website and if a significant change, it shall be published in the Federal Register. On the effective date, all changes shall become effective and bind the TSP. They are incorporated automatically into a TSP's tender(s) and bills of lading issued from that date forward. TSP not canceling a tender prior to the effective date of the change is considered as concurring and accepting of the change in their tender. This rules publication may be issued with an effective date on one day's notice as long as all other provisions of Paragraph I are met.

II. BECOMING A DEPARTMENT OF DEFENSE TRANSPORTATION SERVICE PROVIDER

A. Basic Transportation Service Provider Requirements

1. This item describes basic requirements a TSP must have in order to become SDDC approved to transport DoD freight.

a. TSP must have current valid legal operating authority to provide commercial transportation services as offered and as provided to DoD.

b. The common law implied covenant of acting in good faith and fair dealing applies to TSP seeking or performing business with DoD.

c. Part of the screening process will verify the owner, company, corporate official(s) or anyone in its employ are not prohibited from conducting business with the federal government through the Excluded Parties List System (EPLS) at https://www.sam.gov/portal/SAM/#1.

d. TSP must not be in nonuse or disqualification status to transport DoD freight.

e. TSPs shall at all times comply with all applicable federal statutes, federal regulations and all other applicable law existing at the time of the shipment award.

f. Air TSPs must be Civil Reserve Air Fleet (CRAF) participants.

2. Registration. SDDC will conduct domestic motor carrier registration "Open Season" as deemed necessary when additional capacity is needed. When SDDC conducts an Open Season, TSPs must be registered with the Federal Motor Carrier Safety Administration and have valid Department Of Transportation (DOT) authority for 3 consecutive years (without a break) prior to the end of Open Season. There will be an announcement posted at: www.sddc.army.mil, under Domestic Transportation. Registration for all other surface modes will continue to be accepted (barge, ocean, pipeline, and international TSPs) year round. Registration for domestic air tender TSPs will be open year round, unless posted differently on USTRANSCOM, TCJ4-LC, Commercial Services Branch webpage https://www.ustranscom.mil/mov/commair. Domestic motor carrier registration requirements include:

a. Register in the Freight Carrier Registration Program (FCRP) for each mode of service used to transport freight (i.e., motor, rail, water, pipeline, tank truck, air). Air carrier registrations are handled by USTRANSCOM, TCJ4-LC, Commercial Services Branch.

Air TSPs interested in providing services for the DoD should email transcom.scott.tcj5j4.mbx.lc@mail.mil.

b. Company employees must comply with the requirements, contractual terms, conditions and rules of this publication.

c. Comply with the National Debt Reduction Act in order to receive payments for goods and services. Register in the System for Award Management (SAM) at https://www.sam.gov or call 1-866-606-8220 for further information.

d. Certify that owner(s), company, corporate official(s), agents or employees are not debarred, suspended or disqualified by SDDC/USTRANSCOM or any outside review agency; or placed in nonuse status by SDDC/USTRANSCOM at the time of registration.

Notify SDDC electronically (usarmy.scott.sddc.mbx.carrier-registrations@mail.mil) or USTRANSCOM electronically for air shipments (transcom.scott.tcj5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations, legal name or other changes affecting FCRP registration within 30 calendar days.

e. Carriers must notify SDDC electronically (usarmy.scott.sddc.mbx.carrier-registrations@mail.mil) or USTRANSCOM electronically for air shipments (transcom.scott.tcj5j4.mbx.lc@mail.mil) of any changes in ownership, affiliations, legal name or other changes affecting FCRP registration within 30 calendar days. Changes to a motor carrier's SCAC due to changes in ownership, affiliations, or other legal name changes may occur; however, the SCAC must maintain an approved DOT and MC number as registered/approved in FCRP that meets the minimum requirement of 3 years of consecutive, uninterrupted DOT operating authority.

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

B. SDDC Approved Transportation Service Provider (TSP) General Requirements

These requirements apply to all TSPs:

1. TSP requirements include, but are not limited to: active Standard Carrier Alpha Code (SCAC); active authority (see paragraph II, A, 2 above for motor authority requirements); SYNCADA/US Bank account; Compliance Safety Accountability (CSA) thresholds on asset based TSPs.

2. After initial approval, follow-up evaluations shall be conducted at any time to confirm continued eligibility as a DoD approved TSP.

3. Valid operating certificates and insurance for the scope of operations shall be maintained by the TSP.

4. A TSP cannot submit a Transportation Protective Service (TPS) request to handle AA&E commodities or other TPS shipments until they have served DoD in an approved status for 12 continuous months. Application does not guarantee authorization to provide TPS. Granting of TPS authorization is based on the Government's best interests.

5. All TSPs who receive shipment awards shall be required to move and accept cargo under a non-negotiable standardized DoD generated commercial BL that conforms to the Defense Transportation Regulation (DTR) 4500.9R Part II, Cargo Movement, Chapter 206, and the U.S. Federal Bill of Lading (BL) Act. TSPs will utilize their own commercial BLs when authorized (e.g. when transportation systems are inoperable, during holidays and/or weekends, or when there is no access to transportation personnel), also package express shipments are excluded) upon approval of SDDC G3 or USTRANSCOM, TCJ4-LC Commercial Services Branch for domestic air shipments. Shippers should be advised that additional carrier or Government required paperwork (e.g. U.S. export documentation) might be required to accompany the international/domestic shipment. Shippers furnishing supporting documents, contract data, or other information to TSPs are responsible for their accuracy.

6. Performance Bonds.

a. TSPs are required to submit a performance bond. The performance bond secures performance and fulfillment of TSP obligations to deliver DoD freight. It will cover any instance where a TSP cannot or will not deliver DoD freight tendered to them. This includes default, abandoned shipments, and bankruptcy by the TSP. The bond will not be utilized for operational problems such as late pickup or delivery, excessive transit times, refusals, no shows, improper/inadequate equipment, payment of subcontractors, or claims for lost or damaged cargo. **Trust funds and letters of credit are not accepted in lieu of the bond.**

b. Motor common, broker, freight forwarders, logistic management companies, and contract carriers are required to provide a $100,000 performance bond. Bulk fuel carriers are required to provide a $25,000 performance bond.

c. TSPs registered with the Small Business Administration (SBA), http://www.sba.gov, may select up to three states with a performance bond of $25,000, up to 10 states with a performance bond of $50,000 and 11 or more states for $100,000. To utilize these bond amounts, TSPs must provide supporting documentation showing registration with the SBA.

d. When registering, TSPs should select the states for movement in accordance with the appropriate bond amounts. Movements must begin and end in one of the selected states.

e. TSPs that have conducted business in their own name with DoD for 3 or more years may request a Performance Bond in the amount of 2.5% of their total DoD revenue for the previous 12 months, not to exceed $100,000 and not less than $25,000.

f. Local drayage, commercial zone, barge, rail, ocean, air and pipeline TSPs are exempt from the bond requirements.

g. Performance bonds must remain active at all times; verification of bond must be provided upon SDDC request. Updates and renewals for surface modes must be forwarded to usarmy.scott.sddc.mbx.carrier-registrations@mail.mil. A failure to maintain and provide renewal information on performance bonds will result in TSP disapproval.

7. Insurance.

a. Motor TSP shall at all times maintain minimum public liability insurance as required in 49 CFR, Part 387, for the specific type of motor carriage applicable to the shipment. The applicable schedule of limits for minimum public liability insurance are specifically set forth in 49 CFR, Part 387.9 and can be referenced directly at http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf.

b. Motor tank truck TSPs are required to maintain $1 million liability for Government freight (see 32 CFR, Part 619.4). Schedule of limits provided in 49 CFR at http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf.

c. Intrastate TSP shall be required to hold public liability insurance equal to interstate TSP. Proof of insurance shall be provided when requested by SDDC.

d. Bulk Fuel TSP must maintain a minimum of $5 million in public liability insurance and $5 million in pollution liability insurance.

e. Rail TSP shall not be required to list any insurance company with SDDC; however, the insurance underwriter must continuously have a policyholder's rating in the Best's Insurance Guide and be listed in the Fiscal Service Treasury Department Circular 570 (see http://www.fms.treas.gov/c570/c570.html). Rail TSPs shall provide sufficient self-insurance in order to comply with the Carmack Amendment liability standard for loss or damage to government property moving as government traffic.

f. Insurance information shall be updated regularly by TSP through DOT's Licensing and Insurance website at http://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm. Any change or modification of a TSP's insurance information shall be promptly reported to SDDC, usarmy.scott.sddc.mbx.carrier-registrations@mail.mil.

g. Proof of minimum cargo insurance of $150,000 for loss and damage of government freight per vehicle and/or $20,000 per vehicle transported (e.g., automobile transporters or vehicles in drive away service) must be maintained. Perishable goods TSP will maintain, as a minimum, cargo insurance in the amount of $80,000, and bulk motor petroleum TSPs will maintain $25,000. When registering, TSPs must have their insurance company submit their certificate of cargo insurance to usarmy.scott.sddc.mbx.carrier-registrations@mail.mil. Cargo insurance must remain active at all times. Yearly updates to cargo insurance must be provided. Failure to provide updated information or retain active cargo insurance will result in TSP disapproval. Rail TSPs that meet the self-insurance requirements as stated in 49 CFR will not be required to list any insurance company with SDDC.

h. A valid Bodily Injury and Property Damage (BIPD) and cargo insurance policy shall be maintained by the TSP at all times while a tender is in effect and must cover all equipment used to transport DoD freight. Insurance policies will include a provision that states insurers will notify SDDC prior to any service changes (i.e., renewals, cancellations) at least 30 days prior to expiration of insurance.

8. Safety.

a. Interstate TSP must maintain a satisfactory safety rating with the Federal Motor Carrier Safety Administration (FMCSA). Intrastate TSPs must maintain a satisfactory safety rating with applicable state agency. Unannounced safety inspections of TSP facilities, terminals, equipment, employees, TSP records and procedures shall be conducted by DoD civilian, military personnel, and/or DoD contract employees. In transit, surveillance and inspection of vehicles and drivers shall be conducted in coordination with local police or other authorities. TSP shall not disclose any information to unauthorized persons concerning the nature, kind, quantity, destination, consignee, or routing of any protected commodities tendered to them. When requested, proof of compliance with 49 CFR, Parts 390 thru 396 shall be provided by TSP.

b. TSPs must implement and certify that they have in place company-wide safety management programs that comply with applicable federal, state and local statutes or requirements. Safety programs shall be subject to review and evaluation by DoD representatives.

9. Cargo shall be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss shall be the responsibility of the TSP and shall be settled promptly (see Section A, VII, Claims). To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence and that the loss or damage was due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay shall be made by TSP within 24-hours to the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2. Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT shall be provided to SDDC upon request.

10. TSPs may not post DoD loads on broker or load boards unless they are registered with the DoD as a broker, logistics company or a freight forwarder. Double Brokering of any DoD freight is not permitted (See Table of Penalties, Page 70). TSPs may not solicit drivers with a price for specific loads through broker or load boards unless they have already been awarded that freight by a DoD shipper.

C. Brokers/Freight Forwarders/Logistics Companies

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

1. Brokers, freight forwarders and logistics companies will maintain a current electronic listing of all subcontracted TSPs who may be used to transport DoD freight. Listings shall be maintained at the corporate office and available to send via email upon SDDC request and viewed by SDDC personnel only.

2. Brokers, freight forwarders, or logistics companies who submit tenders and receive awards of government traffic agree to assume full liability for a shipment under the Carmack Amendment, unless the terms and conditions of the BL establish that a SDDC released valuation rate applies to that shipment. Brokers, freight forwarders, or logistics companies must also comply with all applicable provisions of 49 United States Code and 49 Code of Federal Regulations, including 49 CFR 371 and 387. Brokers shall be required to fully comply with all other requirements that are required of other TSPs under the circumstances applicable to each shipment.

3. Subcontracted TSPs will provide sufficient documentation for the shipper to verify and confirm that they have been engaged by the broker, freight forwarder or logistics company named on the BL. TSP contractors shall provide the subcontracted TSPs with the required documentation, such as BLs and broker agreements prior to pick up. In emergencies only, the required information may be emailed and/or faxed to the shipping activity prior to pick up during normal operating hours.

4. Brokers, freight forwarders, or logistics companies who exercise their option to subcontract transportation services to another TSP are advised that the government lack privities of contract with any subcontracted TSPs acting on behalf of its principal. Therefore, the government is not liable contractually to any subcontracted TSPs as a matter of law. Brokers, freight forwarders, or logistics companies will ensure that subcontracted TSPs shall not hold DoD freight "hostage" due to failure, inability or refusal of the broker, freight forwarder, or logistics company as a principal to pay sums lawfully owed to their subcontracted TSP(s). Brokers, freight forwarders, or logistics companies are responsible to pay directly any charges or sum certain amounts lawfully owed to their subcontracted TSPs. In no event shall the broker, freight forwarder, or logistics company or any subcontracted TSPs be permitted to exercise any state law lien on government property. Brokers, freight forwarders, or logistics companies shall be held responsible for any consequential damages incurred by the government resulting from a hostage freight situation that results from the failure of a broker, freight forwarder, or logistics company to pay its subcontracted TSP promptly.

5. Brokers, freight forwarders and logistics companies are not authorized to handle or accept any shipments moving with Constant Surveillance and Custody Service (CIS), Dual Driver Protective Service (DDP), Protective Security Service (PSS), Satellite Motor Surveillance Service (SNS), Trailer Tracking Service (DCS), and/or 675. Handling and solicitation of DoD sensitive conventional AA&E, classified (SECRET and Confidential), sensitive and controlled cryptographic items, Class 1 Division 1.1 thru 1.6, sensitive munitions are also prohibited. Clearing documentation through customs may be permitted.

6. Brokers, freight forwarders, or logistics companies will carry minimum public liability insurance required under 49 CFR, Part 387.

7. Cargo shall be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss shall be the responsibility of the broker, freight forwarder, or logistics company and shall be settled promptly (see Section A, VII, Claims). To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence and that the loss or damage was due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay shall be made by the broker, freight forwarder, or logistics company within 24-hours to the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2. Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT shall be provided to SDDC upon request.

8. The status of any shipment tendered to a broker, freight forwarder, or logistics company shall be provided within 24 hours upon SDDC's request to the broker, freight forwarder or logistics company's designated POC.

D. <u>Requirements for Providing Transportation Protective Services (TPS)</u>

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

1. Only DoD approved TSP shall be permitted to transport TPS shipments. TSP who have not received prior approval by SDDC for TPS are not authorized to accept delivery of, or otherwise transport TPS cargo.

2. TSP shall demonstrate capability of complying with federal, state, municipal and other local laws and regulations governing safe transportation of AA&E to include 49 CFR, Parts 172, 177 and 382 through 397. Provisions for exempt intra-city operations as defined in 49 CFR will not apply to transportation of AA&E. Compliance is subject to review and evaluation by DoD representatives.

3. Insurance Requirement:

a. Prior to receiving authorization to transport any quantity of Division 1.1, 1.2, or 1.3 material, as defined in 49 CFR 173.50, any quantity of Division 2.3, Hazard Zone A, defined in 49 CFR 173.115, Division 6.1, Packing Group I, Hazard Zone A material, defined in 49 CFR 173.132; or highway route controlled quantities of Class 7 material defined in 49 CFR 173.403, TSP must have $5 million in public liability insurance. TSP will provide information on their insurance provider to allow verification. TSP must maintain the required insurance coverage as long as it has authorization to move these shipments.

b. Prior to receiving authorization to transport any quantity of Class 1, Division 1.4, 1.5, or 1.6 defined in 49 CFR 173.50, TSP must have $1 million in public liability insurance. TSP will provide information on their insurance provider to allow verification. TSP must maintain the required insurance coverage as long as it has authorization to move these shipments.

4. Brokerage (as defined in 49 CFR, Part 371.2) of AA&E will not be permitted.

5. Safety Requirements for TSPs providing Transportation Protective Services (TPS).

a. Motor TSPs holding Facility Clearances and authorized by SDDC to provide DDP or PSS are required to maintain score averages below the established thresholds for safety performance as tracked by the U.S. Department of Transportation's (DOT) Federal Motor Carrier Safety Administration (FMCSA). Safety performance will be evaluated using the FMCSA's Compliance, Safety, and Accountability (CSA) Program. CSA utilizes seven Behavior Analysis Safety Improvement Categories (BASICs), which include Unsafe Driving, Hours of service (HOS), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Hazardous Materials (HM) Compliance and Crash Indicator.

b. TSPs will ensure CFR 49, Part 171, Subpart B is completed. The Hazardous Materials Incident Report (DOT Form F 5800.1) are completed and sent IAW instructions found in Part 171.16. In addition, TSPs will send copies of the completed reports to SDDC Carrier Performance at usarmy.scott.sddc.mbx.carrier-performance@mail.mil and SDDC Safety at usarmy.scott.sddc.mbx.ae-safety@mail.mil.

6. Motor TSPs authorized to provide DDP and PSS:

a. All DDP and PSS TSPs will follow the HAZMAT standard. FMCSA requires CSA TSP scores in Unsafe Driving, Crash Indicator, and Hours of service (HOS) BASICs to be 60 or lower. BASICs for Driver Fitness, Controlled Substances/Alcohol and Vehicle Maintenance require scores of 75 or lower and the Hazardous Materials (HM) BASIC requires a score of 80 or lower. SDDC may review BASICs quarterly and request an explanation from any TSP whose score is above the standard in any BASIC. Failure to provide an adequate explanation or to show improvement may result in the TSP's placement into non-use status for DDP and PSS shipments and/or result in a Transportation Review Board (TRB).

b. During any corporate inspections, SDDC or its contractor may examine all of the TSP's safety performance history, to include all BASIC scores and DOT incident and enforcement histories.

c. Motor carriers shall provide a corrective action for a violation discovered during a roadside inspection while carrying DoD TPS cargo. Corrections will be provided to SDDC Safety Office within 30 days of the violation.

7. **Motor Carrier Safety Evaluation Program (MSEP). A** consistent and systematic framework for evaluating a commercial motor carrier's [hereafter referred to as 'carrier]' capability to safely transport DoD shipments of Ammunition and Explosives (A&E). SDDC will use the MSEP to conduct evaluations to determine the carrier's compliance with the Department of Transportation's (DOT) Federal Motor Carrier Safety Regulations (FMCSR) and Hazardous Materials Regulations (HMR), in addition to DoD requirements found in the MFTURP-1.

8. **Motor Carrier Accident, Incident Investigation Reports.** Upon request from the SDDC Safety Office, TSPs shall provide official police reports, toxicology reports, and detailed investigation reports conducted by the TSP. Detailed information (photos, descriptions etc.), police reports, and toxicology reports shall be provided as soon as possible. Final TSP investigation (written) reports shall be provided within 30 days of the accident/incident occurrence, shall identify root cause(s) and shall identify corrective actions to prevent recurrence where applicable.

E. Transportation Service Provider Leasing

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

1. Lease requirements will be in accordance with 49 CFR Part 376.

2. A copy of the appropriate lease agreement must be with the vehicle and available for inspection. Shipper may reject vehicle without stated documentation.

3. Identification/markings of vehicles will be in accordance with 49 CFR part 390.

a. The markings must include the carriers name and DOT number, and the marking must be easily visible from 50 feet away. The owner-operator's name can be on the vehicle along with carrier's name. However, if there are multiple names on the vehicle, the carrier's name must be presented by the words "Operated by".

b. Minimum requirement for identification/markings is a "magnetic sign" or stenciling for non-TPS shipments. Minimum requirement for identification/markings for TPS shipments is stenciling of the items described in 3.a. above. Use of taped and/or glued paper/cardboard on truck doors is prohibited.

4. Rentals and short-term leases for single loads are permitted.

F. Remedies for Non-Compliance

TSP, their agent's, subcontractor or employee's failure to comply with any of the applicable terms and conditions may be a basis for taking administrative or judicial action against the TSP. The following is not an all-inclusive list of possible actions:

1. Placement in disapproved status.
2. Placement in nonuse status.
3. Government-wide debarment or suspension.
4. Criminal or civil proceedings by the Department of Justice.

III. CONDUCTING BUSINESS WITH DEPARTMENT OF DEFENSE

A. Third Party Payment System (TPPS)

1. As a requirement to conduct business with DoD, a TSP shall be Third Party Payment System (TPPS) capable. If otherwise qualified, TSPs not TPPS certified will not be eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and payment system.

2. The currently authorized TPPS is Syncada, a service of US Bank. TSP should contact US Bank at 612-973-6597 or 1-800-417-1844 or on the web at www.usbpayment.com/syncada. Payment of freight services within the United States, to include small packages and sealift intermodal container services shall be paid through the currently authorized TPPS. A fee is required to participate in the program.

3. Prior to submitting an invoice (e-bill) the TSP must have proof of delivery such as a copy of the bill of lading (a signed bill of lading by the destination government representative). If they only have a verbal confirmation from the driver, then the TSP can call the destination verify delivery occurred and the cargo was delivered in good condition as proof of delivery. Delivery date entered into the currently authorized TPPS must be the actual date property was delivered to consignee, and the TSP will invoice based on this date, not the contracted delivery date.

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

Notification to the currently authorized TPPS after delivery of last rail car and should be made within three business days after delivery of last rail car.

B. Electronic Commerce (EC)/Electronic Data Interchange (EDI)

TSP shall be Electronic Commerce (EC)/Electronic Data Interchange (EDI) program capable and agree to the terms of the EC/EDI Trading Partner Agreement (TPA). The EC/EDI Trading Partner Guide for Defense Transportation is available on SDDC's website at http://www.sddc.army.mil/GCD/SiteAssets/TPA Template%20Nov11.pdf.

C. Alternative Government Bidding Processes for Transportation Service Providers

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

1. Negotiation:

a. TSPs are provided terms and conditions for a movement via a written solicitation. A verbal negotiation may be used in an emergency but must be converted to written form within three (3) business days.

b. When terms and conditions for a shipment are negotiated, the non-alternation of rates concerning that specific shipment shall take precedence over any alternation provision contained within this publication.

c. Negotiations may only be conducted when at least one of the following criteria is met:

(1) No voluntary tenders exist on file to satisfy specific requirements of a shipment.

(2) Movement occurred without applicable tender on file with SDDC/USTRANSCOM.

(3) Voluntary tenders are insufficient to satisfy requirements.

(4) The entire movements exceeds 25 truck/carloads or weighs over 500,000 pounds.

(5) The shipment is for over dimensional or overweight freight (to include AA&E shipments).

(6) When a service is required for a movement that is not identified in this publication or covered by the TSPs tender (rates published in TSPs tariffs and/or other TSP publications will not apply).

d. Any TSP that submits a bid for a negotiated move is assumed to be ready, willing and able to perform the services as stated in the solicitation. If TSP fails to provide any of the services, whole or in part, stated in the solicitation, they may be subject to immediate non-use for a period of up to 90 days. A subsequent occurrence of failure to provide services stated in the negotiation within a 6-month timeframe may be grounds to place the TSP in a nation-wide non-use status for up to 90 days.

2. Spot Bid on the Web:

a. Spot Bid on the Web is used for one-time only, unique (including over dimensional and overweight, as defined in Section B, Item 119) shipments using any mode of transportation that is adequate to meet the specific requirements of the shipment. Each mode of transportation (motor, air, barge, ocean, pipeline and rail) requires a separate SCAC. TSP is only authorized to move DoD freight in accordance with the mode selected within FCRP.

b. In the case where a Spot Bid on the Web/Spot Bid is used to procure transportation services, the Spot Bid on the Web/Spot Bid rate shall take precedence, as described in subparagraph a, except in circumstances where movements are negotiated movements. Under these circumstances, the Spot Bid on the Web/Spot Bid rate shall not take precedence over the negotiated movement, nor shall it remain as the cost on file for the particular shipment at issue in the event that future requirements become necessary. Contact the SDDC, G3, Domestic Freight Services for further information or assistance concerning the use and application of the Spot Bid on the Web/Spot Bid process.

c. Online interactive training module for Spot Bid is provided by the Global Freight Management (GFM) Help desk. Training is also provided on tender entry.

d. The GFM TSP Training Plan is available on the GFM Distance Learning Program (DLP) web page, by clicking the Training link on https://dragon.eta.sddc.army.mil/etagettingstarted/Support.htm. A valid GFM production or training simulator user ID and password are required before accessing the web page. Instructions for obtaining a user ID and password are also included in the training plan. For more information, contact usarmy.scott.sddc.mbx.omb-for-GFM-training@mail.mil.

e. If a requirement for any additional accessorial/protective service(s) is identified:

(1) After solicitation but before pick-up: the solicitation (and award, if applicable) shall be canceled, and the shipment resolicited to include the additional services.

(2) During/after pick-up: charges for additional requirements shall be negotiated by SDDC or USTRANSCOM (for air modes K, L, or M).

f. Driveaway and Driveaway/Towaway shipments can be offered under Spot Bid.

g. Shipments shall be available to approved TSPs (with logins) for bidding and will remain on the Open Bid list through the bid close date/time. Time to submit bids will remain open for a minimum of four hours. TSP may not change a bid once it has been submitted; however, TSP are permitted to cancel a previous bid and resubmit another bid. TSP are prohibited from submitting a bid on a closed shipment. Connectivity problems, system problems, or other Internet and Local Area Network (LAN) issues will not be considered an acceptable reason for late bid submissions after a solicitation has closed. A TSP shall be notified of shipment award after the solicitation has closed.

h. In the event that a specific shipment is canceled, an approved TSP with login capabilities will have the ability to view the canceled shipment list for informational purposes only.

i. In the event a carrier is awarded freight from a spot bid, but does not bid on the spot bid awarded using the SCAC listed on the CBL, shipment will be rated with carrier's voluntary tender. Carrier will be due the normal freight charges based on their voluntary tender plus cost of permits. Permits must be one-way, issued for the shipment in question.

D. <u>Alternation of Rates (Not Applicable to Negotiated Tenders</u>)

1. Tender rates/charges (regardless of rate qualifier) that apply between same points of origin and destination will alternate to produce the lowest charge to DoD.

2. Rates that pertain to a specific commodity, to include DPM commodities 100251, will not alternate with FAK rates.

3. In no event shall charges submitted under any tender be in excess of charges based on the TSP's lowest rate available to the general public in either common or contract rates, except 500,000 series tenders, or be in excess of charges based on rates otherwise tendered to the Government by the Contractor for the same type of service.

4. Alternation of rates does not apply between Mode T – Towaway and Mode B – Motor tenders.

E. <u>Transportation Facilities Guide (TFG)</u>

1. TSP will review the TFG for installation policies regarding the minimum requirements for normal operating hours, installation closures, or any other important information. In the event that CAS (Carrier Appointment System) is required in the TFG, the TSP will be required to utilize the CAS system to request delivery appointments. TSP can access the TFG and the CAS at the ETA website https://eta.sddc.army.mil.

2. Failure to review the TFG for installation policies for pickup and delivery requirements may result in non-payment of detention, demurrage and/or storage charges.

3. Failure to review the TFG for installation operating hours may result in late shipments.

IV. COMPLETING A SDDC 364-R TENDER

a. This item governs use and application of the DoD Standard Tender of Freight Services, MT Form 364, unless otherwise indicated in this publication. This format shall be used by all TSP, including surface freight forwarders, water, shipper associations, shipper agents, air TSP, and air freight forwarders, subject to the following exceptions.

b. This item also includes guidance for TSP that wish to file certain Less-Than-Truckload (LTL) and Truckload (TL) rates previously published in the MCRP No. 100A, Class 100 Rates. The baseline Class 100 rates and minimum charges contained in this publication shall serve as a basis for TSP's actual rates and charges for DoD shipments in intrastate commerce, and shipments from to and between those points in the CONUS, Alaska and/or Canada specified in the individual TSP tenders. Class 100 Rates may only be used in connection with Rate Qualified "PQ", in the DoD tender.

1. Shipments excluded from the Standard Tender format are courier; package express Mode R; Driveaway, Driveaway/Towaway, unaccompanied baggage to or from Alaska; and privately-owned mobile homes or vehicles.

2. The Standard Tender format shall be used for DoD, DoD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS, Canada, Hawaii, Puerto Rico, Alaska and Mexico. The Standard Tender format for domestic air shipments shall be used for DoD, DoD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS only.

3. TSP tender must match FCRP authority (i.e. if pipeline authority in FCRP is for pipeline, only tenders for pipeline movement may be entered).

4. Tenders submitted in response to SDDC/USTRANSCOM solicitations, and other negotiated actions shall be published in the Standard Tender format, unless otherwise instructed by the terms and conditions specific solicitation or negotiated action.

a. TSPs for Air Mode K, L and M shipments with inquiries concerning application of this Standard Tender format should contact USTRANSOM, Commercial Services Branch, (TCJ4-LC) COMM (618) 220-5773, DSN 770-5773, email: transcom.scott.tcj5j4.mbx.lc@mail.mil.

b. Inquiries concerning the application of the Standard Tender format for all other modes (except those set forth in subparagraph a. above) should be directed to SDDC via telephone at (800) 526-1465.

TRANSPORTATION SERVICE PROVIDER GENERAL RULES
SECTION A

Part I

This Part sets forth the procedures TSP shall follow to complete the SDDC 364-R tender or Optional Form (OF) 280 tender.

1. Any tender that omits any required data containing special annotations or exceptions shall be considered inapplicable and have no effect to any contract for carriage. Tenders inadvertently accepted and distributed by SDDC or USTRANSCOM which are subsequently determined to not meet or comply with the DoD tender filing instructions, or the applicable rules and/or rate publication, shall be subject to immediate removal. The issuing TSP shall be advised when tenders are removed under these circumstances.

2. This publication shall be considered the governing publication in Section B of the tender. No other publication for application of rates and charges, unless otherwise noted in this publication, will apply. Inclusion of an inapplicable publication in Section B of the tender shall be deemed non-compliant, and shall be rejected.

3. Publications (and any reissues) listed below shall be considered part of this publication, but shall not be specifically listed in Section B of the tender. Any potential conflict between the terms of the publications listed below and this publication shall be resolved in favor of the express terms in this publication.

a. National Motor Freight Classification (NMFC), Tariff Surface Transportation Board (STB) National Motor Freight (NMF) 100 series published by the National Motor Freight Traffic Association, Inc., Agent1001, North Fairfax Street, Suite 600, Alexandria, VA 22314; www.nmfta.org; (703) 838-1810 (commodity item numbers, descriptions, packing and packaging only).

b. Defense Table of Distance (DTOD), official mileage guide for DoD.

c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American Trucking Associations, Agent.

d. Continental Directory of Standard Point Location Codes (SPLC) NMF l02-Series, published by the National Motor Freight Traffic Association, Inc., Agent.

e. Directory of Standard Carrier Alpha Codes (SCAC), STB NMF 101-Series, published by the National Motor Freight Traffic Associations, Inc., Agent.

f. Closed Circuit Television (CCTV) Guidelines: Field Manual 3-19.30, Physical Security, Chapter 6, January 2001, published by US Army Publications Distribution Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-2893.

g. Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C.

h. International Civil Aviation Organization Technical Instructions (ICAO).

i. International Air Transport Association (IATA).

j. Transportation Security Administration Security and Safety Regulations and Guidelines.

4. TSP will ensure that all allotted spaces in each of the character fields in the SDDC 364-R tender or Optional Form (OF) 280 tender are filled in properly.

5. SDDC will apply the mileage computed by the DTOD system for cost evaluation and TSP selection. Information pertaining to the current version of DTOD can be found at https://dtod.sddc.army.mil/Default.aspx. Mileage will not be applied when processing air shipments. See Section B, Item 87, for guidance on hazardous miles. See Section B, Item 119, for guidance regarding practical mileage. Also, see Section B, Part I, for guidance regarding short-line mileage.

6. Use of Uniform Tenders of Freight Services (UTFS), Optional Form (OF) 280 (tenders of international freight services for air, water or surface movements) requires one copy forwarded to the address below for the mode used: (not applicable to modes K, L, and M):

SDDC
ATTN: SDDC G33DM-S (Domestic Freight Services, Special Requirements)
1 Soldier Way, Building 1900W
Scott AFB, IL 62225

Part II

This part provides general tender information not addressed elsewhere within this publication.

1. Tenders for rail TSP may be negotiated.

2. TSPs are cautioned not to file duplicate freight service tenders for the same rate channels, i.e., similar origins, destinations, commodities, equipment codes, etc., in more than one tender.

3. Application of Rate Qualifiers:

TRANSPORTATION SERVICE PROVIDER GENERAL RULES
SECTION A

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

1. Left of Decimal/Right of Decimal: $ = dollars; w = whole cents (first two places to left or right of decimal dependent on Rate Qualifier); wf = whole cents (first two places to the right of decimal) & fractions of a cent (next two places to the right of decimal); f = fraction of a cent (to four places to the right of decimal).
2. Rates/charges must regress from left to right as minimums (Pounds/Gallons/Quantities) increase.
3. Rates must regress as mileage blocks increase.
4. See Section E, Territorial Rates, paragraph 8
5. In Section D, per barrel rates (BB), may be stated as follows: For example, $1.50 ($/w) per barrel is entered as 0001.5000; or $1.5025 ($/wf) per barrel is entered as 0001.5025; or 50.25 cents (/wf) per barrel is entered as 0000.5025
6. See Section E-1, State to State Rate Matrix, paragraph 2 to 4.
7. Different rate qualifies may be used in the same tender provided they are used in different sections. A tender, however, with rates in only one section can have only one rate qualifier.
8. Rates must be lower or same rates for higher minimum weights and lower mileage groups (blocks) for rate qualifiers PH and PZ, and rates must be lower or same rates for high mileage group (blocks) for rate qualifier PM.
9. For lower levels of service, the rates must be the same or decrease in value. Rates must be the same or decrease in value as the weight level increases in pounds.

4. Electronic Data Interchange (EDI):

EDI tender supplements may be used only to update the administrative data in Sections A, B, and C of MT Form 364-R. The GFM System will assign to each accepted tender a distribution date and a distribution number and electronically transmit to the TSP through Transaction Set 994, Administrative Message this Information. For rejected tenders, GFM will transmit electronically to the TSP through Transaction Set 994 the reason for rejection.

Part III

To prevent the submission of duplicating or conflicting rates in the same tender, the following guidelines must be followed when submitting different rate sections in the same tender:

1. Section D - Interstate Point-to-Point Rates. May be submitted with either Section E or Section E-1, but not both.

2. Section D - Intrastate Point-to-Point Rates. May be submitted with Section E (Intrastate Application Only). May not be submitted with Section E-1.

3. Section E - Interstate Territorial Rates. May be submitted with Section D (Interstate Application Only). May not be used when submitting rates in Section E-1.

4. Section E – Intrastate Territorial Rates. May be submitted with Section D (Intrastate). May not be submitted with Section E-1.

5. Section E-1 – State-to-State Rate Matrix. May be submitted with Section D (Interstate Application Only). May not be used when submitted rates in Section E.

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

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

Part IV – Specific Instructions for Completing Sections A, B and C

This part provides step-by-step instructions to complete and submit a 364-R tender on the ETA website via Tender Entry on the Web.

Section A. Transportation Service Provider Information

To begin the tender process, enter the tender number as follows:

1. Tender Number:

a. Enter the tender number assigned by the TSP. The six-position space allowed for tender numbers must be completely filled in. Alphabetical prefixes, suffixes, and hyphens are not permitted. For example, if a TSP assigns number One to its tender, it would be shown as 000001. If a supplement is being filed, use the two-character field provided to identify the supplement. For example, Supplement No. 1 would be shown as 01.

b. Recommend tender and supplement numbers be consecutively numbered.

c. Alphabetical prefixes and suffixes may not be used to establish or continue a tender series. For example, if a TSP wishes to supplement tender 000100, it may be supplemented to retain the tender number, but not the alphabetical suffix. Tender number 004000 (is reserved).

d. Rejected tenders and supplements do not have to be cancelled.

e. Negotiated tenders must be numbered in the 500,000-series (500,000 through 599,999, inclusive).

2. Supplements In Effect:

a. Only one supplement to a specific tender may be in effect at any one time. For voluntary tenders, a supplement can only be used to change Section A (TSP Information). However, the SCAC, Mode, Application, Commodity Classification, and Section designations cannot be changed. When a change in SCAC code occurs, cancellation supplement must be issued to each tender filed under the old SCAC and new tenders must be issued under the new SCAC. Each time a new supplement is issued, all unchanged Section A data must be brought forward. Section A data not brought forward in the next consecutively numbered supplement to a specific tender will automatically be cancelled. In addition to Section A, Section B (General Terms and Conditions), and Section C (TSP's Offer and Instructions) of the tender supplement shall be completed.

b. When changing other than Section A, B, or C information, it is recommended that the new tender number be consecutive, cancelling the tender being replaced. Data not brought forward in the new tender will automatically be cancelled.

The following paragraphs correspond to the fields in Section A of the tender.

1. Mode. Enter the single character code from the following list that describes the mode of service offered by the tender. For each type of service offered, the TSP must provide a unique SCAC applicable to their authority to operate and for the mode transportation offered. For example, if a TSP offers to provide indirect air TSP and motor TSP service, then they will need at least two SCACs: one for the air and a different SCAC for the indirect motor. If a TSP will only provide motor service under their carrier authority and property freight forwarder authority, then they will also need two SCACs: one for the motor carrier service offered and another SCAC for freight forwarder services offered.

MODES

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

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

2. Telephone. TSP may submit up to 20 telephone numbers that shall be available to arrange movements under this tender. Numbers for arranging moves are to be manned during the hours of 9:00 a.m. to 5:00 p.m. local time Monday through Friday. Appendix A will show the city and state where the telephone number is located if it is not a toll free number. Toll free numbers will indicate if any locations are restricted against their use. Appendix B may also be used to list various information as provided elsewhere in these instructions.

3. Cancellation of Tender/Supplement:

a. If the tender or tender supplement being issued cancels any tender or supplement, list the cancelled tender(s) in this item. To cancel an entire tender, enter the 8-digit tender number, including the latest supplement.

b. TSP filing Optional Form 280 shall be required to submit a manual cancellation.

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

4. Action. Indicate what the tender will do. Supplements to extend expiration dates must be received at SDDC, or in the case of modes K, L and M received at USTRANSCOM, TCJ4/4-LC, Commercial Services Branch, at least five working days prior to the scheduled expiration date of the tender. Expired tenders cannot be reinstated retroactively.

5. Nature of Change. Provide a brief but specific narrative of the nature of the amendment, e.g., "Extend Expiration Date."

6. Issue Date. Enter the date of issue in the format requested. Issue date must be at least one day before the effective date when the TSP's intention is to lower its rates. The issue date must be at least 15 days before the effective date, if it is the TSP's intention to raise its rates. If it is the TSP's intent to extend the tender, then issue date must be at least 5 days before the effective date.

7. Effective Date. Enter the effective date of the tender in the format requested. If a tender increases rates or charges, or cancels a service in that tender, the effective date must allow at least 15 days advance notice, computed from date of receipt by USTRANSCOM /SDDC. If a tender reduces rates, only one-day notice is required. Otherwise, the date must be current, unless agreed to by USTRANSCOM/SDDC prior to filing of the tender. Unlike voluntary tenders, negotiated 500,000 series tenders dates can be retroactive.

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

9. Application (not applicable on modes K, L or M). If a tender applies to interstate shipments indicate by placing an "X" in the appropriate space. Interstate tenders will not contain any intrastate rates. If the tender applies to intrastate shipments, insert the U.S. Postal Service Standard State Abbreviation in the space provided. Intrastate tenders will not contain any interstate rates, and only one state per tender is permitted.

10. Operating Authority. Motor TSP must list their appropriate DOT common TSP operating authority numbers or appropriate intrastate operating authority numbers. If the service offered is exempt, enter the word "EXEMPT." This item shall not apply to rail TSP. The TSP's SCAC must be in agreement with the mode of service offered. In other words, TSP assigned a surface freight forwarder SCAC may not use that same SCAC for air freight forwarder service. At all times, TSP shall ensure that any shipment moved, or any portion thereof, is transported pursuant to proper and lawful operating authority required pursuant to 49 United States Code, federal regulations, or other applicable authority.

11. Equipment. This field also applies to domestic modes K, L or M. Indicate the code for the type(s) of equipment to be used on a specific tender. Up to 16 equipment codes may be shown on a tender. Equipment codes and descriptions are indicated on a drop down menu. Trailer-On Flatcar (TOFC)/Container of Flatcar (COFC) TSP will indicate the motor equipment provided. No rail equipment codes shall be entered on the tender.

12. Commodity Classification. Indicate whether NMFC, UFC, DoD or STCC.

13. Commodity (see Appendix B for a list of commonly used commodity codes).

a. Up to 16 commodities may be shown on a single tender.

b. Commodities not assigned DoD unique commodity codes shall be given a Rail STCC. A Uniform Freight Classification (UFC) shall be utilized only if a STCC is not available. National Motor Freight Classification (NMFC) shall be utilized for motor shipments. Only one type classification tariff may be used on any single tender. DoD unique codes, however, may be used in conjunction with commodities shown in either the STCC, NMFC or UFC.

c. List the classification numbers of all commodities to be moved under this tender unless, as explained below, a DoD unique code has been assigned to the commodity. When applicable, the STCC/NMFC/DoD Unique item sub number contributing to the specific description shall be shown. TOFC/COFC TSP will enter Rail STCC/DoD Unique commodity number(s)/code(s) covering material to be transported. No exception to the commodity description published in the classification shall be accepted.

d. TSP may identify commodities individually by DoD Unique, NMFC, or STCC (e.g. Aircraft Group: NMFC item 011760 or STCC). If a TSP elects to use a group heading, it will apply to all commodities listed under that group heading, with no exceptions. If a TSP wishes to limit the application to one or more individual commodities listed under a group heading, only the DoD Unique code numbers(s), sub number(s), and descriptions(s) for those individual commodities shall be entered in item 14. Other than those commodities included in generic groups, groups of commodities will not be accepted. Those commodities must be listed individually. STCCs do not have group codes.

e. Freight All Kinds (FAK) consists of those commodities that TSP offer to transport at one inclusive rate or charge regardless of their classification rating in the NMFC, STCC or UFC, or differing transportation characteristics. These commodities are described in this publication. TSP filing FAK rates may not restrict the application of such rates by imposing any further commodity, density, or classification exclusions. The identification of one FAK commodity code in a tender precludes the listing of any other FAK commodity code in the same tender.

f. Because of the unusual transportation needs of DoD material, DoD unique codes shown below must be used in the Standard Tender of Freight Services to describe the commodities listed. Released values shown for these commodities have also been assigned by DoD and apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR, Part 173.50.

g. STCCs covering army tracked vehicle groups and individual tracked vehicles will replace all entries covering these commodities in the UFC and NMFC.

h. Direct Procurement Method (DPM) shipments of crated household goods and unaccompanied baggage must move under 100251. Because the DPM contractor's warehouse usually is not located at a military installation having responsibility for DPM shipment, origin must not be a military installation but should be either a City, State Section, or State.

14. Released Value Rate: The following applies to the assignment of released valuation (agreed level of liability assumed by the TSP in transporting a shipment in the event of loss or damage) when shipments are moved via tenders. Any conflict between this item and statements inserted by TSP in DoD tender shall be resolved by giving precedence to this Item.

a. In cases where the shipment has a released value, in the event of loss and/or damage to a DoD shipment, amount recoverable shall be: (1) the applicable released value (when stated in dollars and cents per pound in the Released Value field of the tender) multiplied by the gross weight of the item; or (2) the declared value of the

vehicle(s) and/or item when stated on the BL; or (3) the released value of the vehicle(s) identified in Tender section of this publication, but no more than the loss or damage actually sustained in each incident stated above.

b. No exceptions or changes may be made to released value assigned to DoD unique commodity codes or released value assigned to commodities in either the NMFC or STCC. In addition, release values cannot be applied to perishable subsistence. TSP using NMFC must ensure that both proper item and sub number containing desired released value amount are shown. Rail TSP must ensure that proper item is shown. When commodity descriptions include released value as described in this paragraph, no entries shall be made.

c. Except as otherwise provided in these instructions, tenders containing other than DoD unique commodity descriptions for which no released value is provided in the NMFC or STCC, shall be subject to full TSP liability, unless the filing TSP completes the released value field. If a TSP wishes to limit its liability by completing the released value field, in no event shall the amount be less than $2.50 per pound, or $1.00 per pound for air shipments.

d. For shipments containing crated HHG or personal effects commodity code 100251, described in Appendix D, TSP liability for lost and/or damaged cargo is $5,000 per shipment, or $4.00 times the net weight of the household goods shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed $50,000, whichever is greater. Under the Full Replacement Value (FRV) program, the TSP shall be liable for the full replacement value of HHG and personal effects transported.

e. Domestic air tender released value for lost and/or damaged cargo (excluding crated household goods and personal effects, i.e., commodity code 100251) shall not exceed $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges.

f. When using driveaway or towaway service, specific vehicles identified in the motor section of this publication will always be subject to a released value not exceeding $20,000 for each vehicle in the shipment. When these commodities are identified, no entries shall be made in the released value field.

g. Subject to the provisions of sub paragraphs 14b, 14d, and 14e, commodities released in value may be published in the same tender with commodities not released in value.

Section B. General Terms and Conditions

1. Section B contains general terms and conditions which cannot be modified, deleted, or otherwise altered by the TSP. In "Governing Publications," TSP tenders list this publication as the only governing publication. If a TSP lists another governing publication in the tender submission, then the tender is subject to removal by SDDC/USTRANSCOM as an improper tender.

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

Section C. Transportation Service Provider's Offer and Instructions

Section C must be completed by the authorized officer or agent. The Printed Name, Title, Address, and Telephone Number of the authorized representative is required in Section C. Section C must include a telephone number that USTRANSCOM/SDDC personnel can use to contact the TSP if they have any questions about the tender's contents. TSP representatives are authorized to correct errors in tenders and shall be contacted by SDDC.

A completed Section B and C must be part of each tender and supplement filed with USTRANSCOM/SDDC.

<u>Part V – Rate Sections</u>

Section D. Point- to- Point Rates

This section is used to quote rates for transportation from, to, or between specific cities or military installations. Additional instructions applicable only to TSP offering point-to-point dromedary service are shown in paragraph 6 below.

1. Indicate the two-character code for the rate qualifier to be used in this section. Only one rate qualifier may be used in each tender. The weight/volume/quantity fields of this section shall be used to show the minimum weight, volume, or quantity. If the rate qualifier selected is PH or DH, show the minimum weight in pounds. If the rate qualifier selected is PG, show the minimum volume in gallons. If the rate qualifier is ST, PL, PC, DL, PV, or BB show the minimum quantity in number of short tons, number of trailers, number of rail cars, number of dromedary loads, number of vehicles, or number of barrels, respectively. Tank truck TSP can only use rate qualifier PG in this Section. Rail TSP offering TOFC/COFC service may use either rate qualifier PL or PH. Other restrictions that apply to rate qualifiers are:

a. PV: For vehicles including tank vehicles on rail flat, bi-level, and tri-level cars or in motor driveaway or towaway service. (This applies to the number of shipper's vehicles loaded on TSP equipment).

b. BB: For pipeline and water TSP only.

c. PG: For TSP of bulk liquid commodities, other than pipeline or water TSP.

2. Less-than-truckload (LTL) shipments may be included in this section and are restricted to rate qualifier PH. Dromedary service TSP for LTL shipments will use rate qualifiers DH and DL. TSP have the option of submitting LTL rates in Section D, or in Table B or Table D (percent of class rates) of Section E (Territorial Rates).

3. The fields listed as Columns A, B, C, and D will match the columns indicated Section D. Examples of how to use this section are as follows:

a. Minimum Weight, Volume, or Quantity:

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

b. Rates:

Rate Qualifier	Column A	Column B	Column C	Column D
PH	0030.0000	0025.0000	0020.0000	0015.0000
ST	0040.0000	0036.0000	0035.0000	0030.0000
Rate Qualifier	Column A	Column B	Column C	Column D
PL, PC, or DL	3000.0000	2900.0000	2800.0000	2700.0000

PG	0000.0525	0000.0498	0000.0400	0000.0325
PV	0900.0000	0800.0000	0700.0000	0600.0000
BB	0000.7500	0000.5000	0000.4000	0000.2500
DH (AD)	0019.2500	0018.2500	XXXX.XXXX	XXXX.XXXX
DH (A10)	0022.0000	0021.0000	XXXX.XXXX	XXXX.XXXX

4. All minimum weights, volumes and quantities shall be listed in ascending order when more than one is used. Any minimum amounts shown on the tender shall be limited to the lawful weight, volumes and quantities for the type of equipment specified in Section A.

5. TSP may use all eight columns and add pages as needed. For example, page 1 of Section D might show the minimum weights as follows: Column A: 000500; Column B: 002500; Column C: 005000; Column D: 010000 Column E: 012500; Column F: 015000; Column G: 020000; Column H: 025000. Minimums of less than 15,000 pounds shall be considered LTL and minimums of 15,000 pounds and greater shall be considered TL.

6. Dromedary Service Only. No other type of equipment shall be shown in Equipment field of Section A. Four types of dromedary service are recognized (see Section B, II, Item 25 for definitions):

a. Dromedary without mechanical restraining device equipment code AD, and Dromedary with mechanical restraining device equipment code AD6. If either of these services are offered on a per hundredweight per dromedary service shipment basis (rate qualifier DH), alternating rates between the lower and higher minimum weights of 2,500 and 5,000 must be used. TSP must enter 002500 in Column A, and 005000 in Column B. Then both Columns A and B must be completed with the applicable rate for each minimum. If offering this service on a per dromedary basis (Rate Qualifier DL), show minimum quantity of dromedaries. Column A must be 000001. No minimum weights may be entered. In Column A, the flat charge per dromedary service shipment shall be listed.

b. 410 dromedary without mechanical restraining device equipment code A10, and 410 dromedary with mechanical restraining devices equipment code A16 shall be offered in the same manner explained in paragraph 6a above. Minimum weights shall be 7,500 and 10,000 pounds in lieu of the 2,500 and 5,000 pounds for regular dromedaries.

c. Tender Use

(1) Rate Qualifiers:

DH (Per Hundredweight Per Dromedary Service Shipment)

DL (Per Dromedary Service Shipment)

DZ (Per Hundredweight Per Mile Per Dromedary Service Shipment)

(2) Tender Sections. The chart which follows provides the information necessary for use of the Dromedary Service Equipment Types in preparation of a Standard Tender:

Section D (Columns A and B)

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

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

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

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

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

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

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

Rate Qualifier DZ - same as DH for these Tables

7. Table of Rates

a. All rates are to be regressive. A TSP may not offer the same rate or a higher rate for a higher minimum weight, volume, or quantity. List rates or charges in spaces provided for each pair of points for each service. TSPs choosing to offer either same or varying rates or charges from origin up to three destinations will enter applicable rate or charge in the appropriate column(s).

b. If service is offered from same origin to more than three destinations, origin SPLC must be entered in each origin field provided in Section D. In other words, a single page Section D submission can accommodate rates from one origin to 15 destinations. The origin SPLC must be reentered in the second, third, fourth, and fifth origin SPLC fields. If this structure is used, TSP choosing to offer either the same or varying rates or charges from the origin to all of the up to 15 destinations will enter that applicable rate under the appropriate column(s) on the same line as each of the up to 15 destinations.

c. In appropriate columns, list rates or charges for the service offered as described in Paragraph 3 of this Section. Only "Per Gallon" and "Per Barrel" rates may be quoted in fractions of a cent. Rates quoted in fractions of a cent using any other rate qualifier shall be rejected. In the columns provided, rail TSP may offer incentive rates when using qualifier PH (per hundredweight) or PG (per gallon). Incentive rates will apply to freight loaded in the same rail car and shall be applicable to any weights/gallons which are greater than the highest minimum weight/gallon per rail car shown in Paragraph 3, Columns A, B, C, or D. Rates must be lower than the per hundredweight or per gallon rate applicable to the highest minimum weight/gallon per car shown in Paragraph 3, and serves as an incentive for loading heavier weights/gallons on rail cars. Procedures for completing incentive rates are the same as described in the first two paragraphs of this item.

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

Section E. Territorial Rates

1. This section provides instructions on SPLC use. Rates from, to, or between geographic areas, or between geographic areas and specific points shall be quoted in Section E.

2. Specific SPLC origins and destinations used in a tender shall be obtained from the Continental Directory of Standard Point Location Codes, NMF 102H, issued by the National Motor Freight Traffic Association, Inc. Region and zone construction is explained below and will take priority over the instructions in the SPLC directory.

3. Rates require a nine-digit SPLC for each specific origin and destination. An alphabetical arrangement of sub-code locations is published in the SPLC directory. Origins or destinations not found in the sub-code locations shall be found in the motor TSP section of the SPLC directory. Motor TSP codes are assigned a six-digit number and three zeroes shall be added to the end of the six-digit code to establish the required nine-digit SPLC. DoD installations and activities are assigned a specific nine-digit SPLC. Do not use six-digit SPLCs with text description "Military Facility." Rail TSP will use the specific DoD installation nine-digit SPLC when serviced either directly or through an interchange with a Government railroad. Railhead SPLCs will not be used.

4. Tenders showing the SPLC of a city will apply to all DoD activities within the city limits of the named city. If a TSP elects to serve only one activity, the nine-digit SPLC of the activity must be used. A narrative description is to follow the SPLC numbers; however, some locations have to be condensed (see below) because the narrative must not exceed the allotted form space.

Examples of Condensed Locations

LOCATION	SPLC	LOCATION (CONDENSED)
Naval Weapons Station, Earle (Colts Neck), NJ	195244290	NWS Earle, NJ
Marine Corps Base, Camp Pendleton, CA Pendleton, CA	889513280	MCB Camp

5. Origins and Destinations.

a. Section E is used for quoting rates to/from/between geographic locations expressed in any of the four methods, which follow. Section E is not applicable to point-to-point SPLCs.

b. Service to all points in the CONUS shall be indicated by 9C in the first two positions of the SPLC field, followed in the location column by the narrative CONUS.

c. Service to all points in SPLC regions shall be indicated by using the appropriate

alpha-numeric code from the following list, followed in the location column by a narrative description:

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

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

e. Service to all points within a section of a state shall be indicated by using the appropriate alpha-numeric code from the list in Section E-1, paragraph 5a, followed in the location column by a narrative description. For example, Texas Northeast Section shall be shown as follows:

CODE	LOCATION
66Z	Texas, Northeast Section

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

g. Use of a code, which indicates a geographic area rather than a specific point, implies service to all points in that area. TSP wishing to exclude certain locations will list the SPLC in the "Exceptions SPLC" field.

h. Rail TSP also have the option of entering route numbers in the rail route column that correspond with the rail route numbers listed in Appendix A. This field is provided for the convenience of rail TSP.

i. When rail TSP offer territorial rates, which includes given point pairs, rail TSP must ensure that rates or charges are the same, regardless of the route traveled, for the same weight.

6. If the service to be offered is to apply in both directions, annotate the "Between Flag" field.

7. TSP may exclude up to a maximum of 16 specific points from the territorial application of Section E in each tender. Exclusions will only be shown on the first page of Section E and will apply to the entire Section. Only points published in the SPLC Directory may be excluded. When a city SPLC is used, the exclusion applies to all DoD installations having the same first six digits followed by a three-digit installation designator. In the spaces provided, the excluded nine-digit SPLC and accompanying narrative locations must be shown. TSP must indicate whether the points are excluded as origins and/or destinations by annotating Origin and/or Destination fields. If multiple pages are required to express the territorial application in a tender, each individual page of origins and destinations will stand alone for rate application. If, for example, there are six pages (E-1 through E-6) of territorial applications, rates will not apply from origins on page E-1 to and/or between destinations on any of the other five pages.

8. Rate Qualifier. Rates for transportation services offered in this section may be expressed in any of 13 different ways (see Part II, Para. 3, Application of Rate Qualifiers, in these tender instructions). Only one Rate Qualifier may be used in Section E of each tender. Limitations exist on certain rate qualifiers. PG or PY are required for bulk liquid commodities, other than pipeline or water TSP. PQ applies to both less-than-truckload and truckload shipments. PJ rates apply only to vehicles on rail flat, bi-level, or tri-level cars, or in driveaway or towaway service. DL, DH and DZ are subject to the specific instructions shown for Tables B and F, below.

a. When rate qualifiers DZ, PZ, or PY are used, the rate shall be expressed by up to four numbers to the right of the decimal point, in fractions of a cent. Only in rare instances would rates be equal to or greater than one whole cent. Computation of per hundredweight per mile charges shall be performed in the following manner. For example, assume a TSP offers a rate of 00.2650 cents per hundredweight per mile on 43,231 pounds at a distance of 500 miles. GFM will first convert this charge to a fraction of one dollar, or .00265 per hundredweight per mile. Then the computation shall be 43,231 pounds/100 = 432.31 cwt. units; 432.31 cwt. units x .00265 = $1.1456215 per mile; $1.1456215 per mile x 500 miles = $572.81 charge. All per hundredweight per mile, and per hundredweight per mile per dromedary service shipment charges shall be computed in the same manner. For example,

a "PY" rate (per gallon per mile) of .0365 cents per gallon per mile, stated in Table B as 0.0365, or in Table E as 0.0365, would be converted by GFM to .000365. Therefore, the charge on a shipment of 5,000 gallons moving 200 miles is computed as: .000365 x 5,000 gallons = $1.8250 per mile x 200 miles = $365.00. (Rounding to the nearest whole cent will not occur until total line-haul cost is computed.)

b. When rate qualifier PG is used, TSP must express their rates as follows: If rate is 5.25 cents per gallon, TSP would enter 0.0525 in Table B. In Table E, the entry would be 0.0525.

9. Rate Tables. Only one of the Rate Qualifiers authorized for each Table in Section E may be used to quote rates for that Table in an individual tender. In addition, only one type Table (A through F) may be used in an individual tender. Any number of Tables A through D may be included, e.g., three Table B but not one Table B and one Table C. Only one Table E or Table F may be used. In all Tables all rates must regress, i.e., must not be the same or higher, from left to right as minimum pounds/gallons/quantities increase. If using Table E, Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also regress as mileage blocks increase. Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also regress mileage blocks increase.

TABLE A

Use Table A to publish a single rate and minimum charge (if desired) to apply for Rate Qualifier PM or Rate Qualifier PJ.

TABLE B

1. Use this table to quote rates for Rate Qualifiers PJ, PH, PG, PZ, PY, DL, DH, or DZ. Four minimum quantities (expressed in pounds, gallons, or vehicles) may be used. Minimums for shipments weighing less than 10,000 pounds may be included, provided PH or PZ are used. If using PJ, four minimum numbers of vehicles may also be shown. Tank truck TSP may also use this table, but are restricted to the use of PG or PY. Only rates for PZ, DZ, PY, and PG can be expressed in fractions of a cent. The minimum quantity for DL shall be “1” shipment.

2. Charges for DL are the only charges that can use all four positions to the left of the decimal point in the rate spaces. Offering dromedary rates and service under this Table (i.e., Regular and 410 Dromedary Service) using DH or DL shall be as prescribed in Section D of these instructions. Offering dromedary service using DZ shall be as prescribed for PZ, except that only two minimums may be used for DZ. A minimum charge may only be submitted for PZ, DZ, PY, or PJ.

3. Minimum charge applicable to PJ rates under this Table will apply per vehicle used rather than per vehicle moved. If two vehicles are moving on a flat bed, the minimum charge is applicable to that flatbed (per vehicle used), not to each of the two vehicles moved on the flat bed.

4. Rail TSP may offer incentive rates when using PH, PZ, PY, or PG. Incentive rates will apply to freight loaded in the same rail car and shall be applicable to any weight/gallons, which are greater than the highest minimum weight/gallon shown in the table. Rates must be lower than the per gallon rate, per hundredweight rate, per hundredweight per mile, or per gallon per mile rate applicable to the highest minimum weight/gallon shown and thus serve as an incentive for loading heavier weights on rail cars.

5. Procedures for computing PZ, PY, and DZ charges are explained in Section E, paragraph 5 and these instructions must be followed in order for the charges based on rates in this table to be accurate.

6. Up to eight minimum quantities are allowed in Table B. If this procedure is followed and minimums of less than 20,000 pounds and 20,000 pounds and greater are used, the minimums of 20,000 pounds and greater shall be considered truckload minimums. One minimum charge will apply to all minimum quantities if this procedure is used, and may only be used for PY, PJ, PZ, and DZ.

7. Heavy haulers may restrict a minimum weight to one specific type of equipment by submitting a tender with only that equipment code listed Section A, Equipment field.

TABLE C

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

TABLE D

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

TABLE E

1. This table is used to quote rates for PC, PL, PH, PZ, PG, or PY in a matrix format. When minimums are expressed in pounds, PH and PZ shall be used. When minimums are expressed in gallons, PG and PY shall be used. Tank truck TSP may use this Table, but are restricted to the use of PG or PY. PC and PL do not require minimums. Mileages are indicated in four columns next to weight fields that require completion.

2. Fields in Table E allows rail and motor TSP to offer flat charges regardless of the weight of shipment. No other rate qualifier can be used in conjunction with this Table. Each rate qualifier has its own designated rate table format. Rail TSP when offering TOFC/COFC service, have the option of using motor rate qualifiers PH, PZ or PL. Tank truck TSP offering equipment code AT2 (Tank over 8,000 gallons) will use the 8,000 gallon column.

3. Procedures for computing charges for Rate Qualifiers PZ and PY are explained in Paragraph 5 of this section and must be followed in order for charges to be accurate.

4. Rate Qualifier PH rates shall be expressed in whole dollars and cents. For example, if a TSP offers a rate of 01.5000 ($1.50) per hundredweight on 43,231 pounds at a distance of 500 miles (distant bracket 451-500), the computation shall be: 43,231 pounds/100 = 432.31 cwt units, 432.31 cwt units x 1.50 = $648.47 charge.

5. Minimum weight, gallon or mileage columns will not be altered. TSP are free to provide rates for any or all minimums, limited only by their ability to perform. TSP must ensure rates are provided in every field, from the lowest to the highest mileage bracket, covered in tender's territorial application. For example, if service is offered from VA to MD, the mileage bracket reflecting the maximum possible distance between points in these two states must be completed. Rates must be included for the same minimum columns on each mileage line used. Per hundredweight rates cannot be stated in fractions of cents.

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

TABLE F

This table will only be used for dromedary service expressed on a territorial basis. Offering dromedary service, rates, and minimum weights (i.e., Regular and 410 Dromedary Service) shall be as indicated in Section D. No change to mileage is permitted. Procedures for computing charges for Rate Qualifier DZ is explained in Paragraph 5 in this Section must be followed. TSP must ensure rates or charges are provided in every field, from lowest to highest mileage bracket, to the extent of the tender's territorial application. For example, if service is offered under this Table from PA to MD, mileage reflecting the maximum possible distance between points in these two states must be completed. Rates must be included for same minimum columns on each mileage line used.

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

1. This section contains a matrix for expressing rates, from and to states and/or state zones. Rates will only apply from Origins listed in the “FROM” portion across the top, to destinations listed in the “TO” portion along the left hand side.

2. Only rates for PM and PZ may be used in Section E-1. Indicate in the space provided whether PM or PZ (see item 5 below) is being used. Only rates for PZ may be expressed as a fraction of a cent. The procedure for computing PZ charges is explained in Section E, Paragraph 5.a of these instructions and must be followed.

3. Minimum charge may be indicated in field provided. Only one minimum charge per tender shall be allowed.

4. Rate Qualifier PZ requires a minimum weight. Indicate applicable minimum weight in field provided. Only one minimum weight per tender shall be allowed. Do not include a minimum weight if PM is used.

5. The Matrix

a. List origins in the top row of the matrix designated "FROM." List destinations in the left-hand column designated "TO." List only one origin in each "FROM" field and only one destination in each "TO" field. TSP have the option of using states or zones. TSP cannot quote rates for an entire state and individual zones within the state in the same matrix. To identify states, use appropriate two-letter USPS Standard State Abbreviation. To identify zones, use only appropriate alpha-numeric code from the following list:

ZONE	CODE	ZONE	CODE
New York, East Section	17Z	Kansas, East Section	58Z
New York, West Section	18Z	Kansas, West Section	59Z
Pennsylvania, East Section	20Z	Arkansas, North Section	60Z
Pennsylvania, West Section	21Z	Arkansas, South Section	61Z
Virginia North Section	25Z	Oklahoma, East Section	62Z
Virginia, South Section	26Z	Oklahoma, West Section	63Z
Kentucky, North Section	28Z	Louisiana, East Section	64Z
Kentucky, South Section	29Z	Louisiana, West Section	65Z
Michigan, North Section	30Z	Texas, Northeast Section	66Z
Michigan, South Section	31Z	Texas, Northwest Section	67Z
Wisconsin, North Section	32Z	Texas, Southeast Section	68Z
Wisconsin, South Section	33Z	Texas, Southwest Section	69Z
Ohio, North Section	34Z	Montana, East Section	70Z
Ohio, South Section	35Z	Montana, West Section	71Z
Indiana, North Section	36Z	Wyoming, East Section	72Z
Indiana, South Section	37Z	Wyoming, West Section	73Z
Illinois, North Section	38Z	Colorado, East Section	74Z
Illinois, South Section	39Z	Colorado, West Section	75Z
North Carolina, East Section	40Z	Utah	76Z

ZONE	CODE	ZONE	CODE
North Carolina, West Section	41Z	New Mexico, East Section	77Z
Tennessee, East Section	42Z	New Mexico, West Section	78Z
Tennessee, West Section	43Z	Alaska, South Section	80Z
Georgia, North Section	45Z	Alaska, Central Section	81Z
Georgia, South Section	46Z	Alaska, North Section	82Z
Iowa, East Section	53Z	California, North Section	87Z
Iowa, West Section	54Z	California, South Section	88Z
Missouri, North Section	56Z		
Missouri, South Section	57Z		

b. List rates from or to points by entering rate in block where the column headed by the applicable "From" point and the row headed by applicable "TO" point intersect.

6. Format allows up to sixteen exception SPLCs from Section E-1. Only points that are assigned SPLCs may be excluded. When a city SPLC is used, exception applies to all DoD installations having the same first six digits followed by a three-digit installation designator. To exclude a point, enter nine-digit DoD Installation SPLC or nine-digit city SPLC and narrative description of the point in "SPLC" and "LOCATION" fields. Annotate whether exception is origin, destination or both.

Section G Point to Point Air Rates

Shipments in Section G and Section H apply to over 150 pounds.

This section is used to quote rates for air transportation from, to, or between specific cities, military installations or airport to airport. Rates from, to, or between geographic areas, or between geographic areas and specific points shall be quoted in Section H.

1. Indicate the level of service, which is applicable for this tender by placing annotating one, two, three or all four of the levels. Definitions of the levels; Priority Service (SG), Overnight Service (D1), Second Day Service (D2) and Deferred Service (D3), shall be found in Appendix E.

2. Indicate type of service applicable for this tender by annotating the appropriate block for AA- Airport To Airport or DD- Door To Door.

3. Origins and Destinations. Since this section only applies from, to or between specific points or airports, enter nine digit SPLC in the "Origin SPLC" column for origin installation or airport. Enter the nine digit SPLC of the destination in the "Destination SPLC" column and if the service applies in either direction, annotate the "Between Flag" field. If service is offered from same origin to more than three destinations at the same level of rates, the origin SPLC must be entered in each origin field provided in Section G. In other words, a single page Section G submission can accommodate rates from one origin SPLC field or more than one original SPLC to as many as 15 destinations as long as the rates are the same from and to all points.

4. Table of Point to Point Rates. All rates in this table shall be shown in dollars and cents and apply per hundredweight starting at a weight of 151 pounds. Any shipment less than 151 pounds must move under the NGDS small package contract provisions of Section I of the applicable tender. Place the rate in dollars and cents per 100 pounds for each weight break underneath the applicable level of service. Rates must regress from the highest to the lowest level of service and from the lowest to the highest weight break. Each level of service indicated on the previous page must contain at least one rate.

a. Fractions of a cent resulting from independently established rates and accessorial charges, shown in Sections D, E, and F of its tender, shall be disposed of as follows:

(1) Fractions of less than one-half of one cent shall be omitted.

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

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

Section H Territorial Air Rates

Note: Shipments in Section G and Section H apply to weights in excess of 150 pounds.

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

1. Indicate the level of service, which is applicable for this tender by annotating one, two, three or all four of the levels. Definitions of the levels SG, D1, D2 and D3 shall be found in Appendix E.

2. Type of service for this section is always Door To Door (DD**).**

3. Origins and Destinations.

a. Service to all points in the CONUS shall be indicated by “9C” in the first two positions of the SPLC field, followed in the location column by the narrative “CONUS.” Should it be decided to use matrix from and to all CONUS locations, "9C" shall be placed in the SPLC column of both the origin and destination, and the narrative "CONUS" shall be shown as the location in Item 3 and 4. See Section H Territorial Air Rates Matrix (A) for further explanation.

b. Service to all points in SPLC regions shall be indicated by using the appropriate alpha-numeric code from the following list, followed in the location column by a narrative description:

Regional Grouping	Code	Narrative Description
Region 1	1 R	(ME, VT, MA, RI, CT, NY, NJ, NH)
Region 2	2 R	(PA, DE, MD, DC, VA, WV, KY)
Region 3	3 R	(MI, WI, OH, IN, IL,)
Region 4	4 R	(NC, TN, SC, GA, AL, MS, FL)
Region 5	5 R	(MN, ND, SD, IA, NE, MO, KS)
Region 6	6 R	(AR, OK, LA, TX)
Region 7	7 R	(MT, WY, CO, UT, NM, AZ)
Region 8	8 R	(ID, WA, OR, NV, CA [not Alaska or Hawaii])

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

d. Service to all points within a section of a state shall be indicated by using the appropriate alpha-numeric code from the list in Section E-1, paragraph 5a, followed in the location column by a narrative description. For example, Texas Northeast Section shall be shown as follows:

CODE	LOCATION
66Z	Texas, Northeast Section

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

f. Use of a code, which indicates a geographic area rather than a specific point, implies service to all points in that area. If a TSP is not prepared to offer services to all points or SPLCs, then the SPLC for the specific point or points to which service is offered must be used.

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

6. TSP may exclude up to a maximum of six specific points from the territorial application of Section H in each tender. Only points assigned a SPLC in the SPLC Directory may be excluded. When a city SPLC is used, exclusion applies to all DoD Installations having the same first six digits followed by a three-digit installation designator. TSP must indicate

whether the points are excluded as origins and/or destinations annotating the origin or destination field.

a. When more than one page of Section H, Territorial Locations, is included in a tender, TSP are still limited to a maximum of six origin and/or destination SPLC exclusions in each tender. Exclusions will only be shown on the first page of Section H and will apply to the entire Section.

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

Section H Territorial Air Rates Matrix (A)

This matrix contains the regions and zones, which must be used when showing rates in section H of a tender. These regions are hard wired into the GFM system and may not be changed. The regions are the same as shown in the NMF 102 SPLC, with elimination of Alaska and Hawaii from region 8. This page will always remain the same with the regions and the zones remaining the same.

1. Regions are made up of specific states, which include all SPLC codes within each state. First determine the regions for all origins; installation, city, state, region or 9C (CONUS), as shown in Item 3 (origins) on the previous page which is the Service Area. Determine the regions for all destinations as shown in Item 4.

2. Match the origin regions with the destinations regions on the zone matrix to determine the zones, which will apply on the tender.

3. Examples:

a. Origins

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

b. Destinations

GA	Georgia	Region - 4

Origin region	Destination region	Correct zone
7R	MT, WY, CO, UT, NM, AZ	Region - 7
8R	ID, WA, OR, NV, CA	Region - 8
Region 1	Region 4	-c-
Region 1	Region 7	-d-
Region 1	Region 8	-e-
Region 2	Region 4	-b-
Region 2	Region 7	-d-
Region 2	Region 8	-e-
Region 3	Region 4	-b-
Region 3	Region 7	-d-
Region 3	Region 8	-e-
Region 5	Region 4	-c-
Region 5	Region 7	-b-
Region 5	Region 8	-c-

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

Section H Territorial Air Rates, Rate Tables (A)

1. This item contains four rate tables to be used for quoting rates in section H Territorial Air Rates. There is a separate table for each level of service, which was selected in Section H; Table H-1, SG; Table H-2, D1; Table H-3, D2; and Table H-4, D3. All rates are PH and weight breaks start at 151 pounds. For weights less than 151 pounds, see Section I.

a. Fractions of a cent resulting from independently established rates and accessorial charges, shown in Sections D, E, and F of its tender, shall be disposed of as follows:

(1) Fractions of less than one-half of one cent shall be omitted.

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

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

2. After selecting origins and destinations as shown in Section H, select applicable zones from Section H Territorial Air Rates Matrix, then insert the desired rate in each table for the proper zones and weight breaks. There must be at least one rate for each level of service requested, and at least one rate for each combination of origin, destination zone, which has been selected by use of the service areas and matrix.

Section I - CONUS to CONUS Express Small Package Contract

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

Section F Security and Accessorial Services

1. Quotation of charges for security and accessorial services shall be expressed as a flat charge, a per mile charge, a per hundredweight charge, a per hour charge, or a per barrel charge, as described in this publication. Each service is defined in this publication and provides an American National Standards Institute (ANSI) code to be used in this section of the tender. Pipeline TSP will use Section F-3. To simplify the submission of these services, the optional standard alpha/numeric codes taken from this publication shall be entered in disciplined "Service" fields in Section F. Any service provided must be in accordance with the definition contained in the rules publication.

2. Section F is divided into three items. F-1 deals exclusively with Protective Security Services and F-2 deals with Accessorial Services. Accessorial Services for pipeline are contained in F-3. Broker, Freight forwarders, and logistics companies, refer to Part II, Paragraph B.5 for prohibitions on providing TPS.

3. When completing Section F, a TSP must list in alphabetical order services and charges separately on indicated pages and in no instance will F-1, F-2 or F-3 be combined on the same page.

4. When quoting security and/or accessorial service charges, a TSP must publish charges for mileage and/or weight listed in the rule, which are necessary to cover the territorial application of line-haul rates governed by the rule.

5. TSPs have the option to furnish services described in an individual accessorial service rule without charge. Rail TSP have the option to furnish protective security services without charge (See Section C, IV in this publication). To implement this action, enter

in Section F the ANSI code for that service in "SERVICE" field and fill all fields to immediate right under "CHARGE" and "MINIMUM/MAXIMUM CHARGE" columns with zeroes.

EXAMPLE: Stop-off in Transit (SOC)

SERVICE	CHARGE	MINIMUM/MAXIMUM CHARGE
SOC	0 0 0 0 . 0 0	0 0 0 0 . 0 0

6. Some services require entry of minimum weights in the accessorial service section of the tender format. Minimum weights shall be listed under the "MINIMUM/MAXIMUM CHARGE" field with leading zeroes and decimal disregarded. Certain rules (e.g., Redelivery, Item 63) have a maximum charge in addition to minimum charges. When assessing maximum charges, maximum charge code shall be entered under the "SERVICE" field followed by the maximum charge under the "MINIMUM CHARGE/WT" field in the same manner described for minimum charges in this paragraph. TSP should offer only security and/or accessorial services they are authorized and able to provide. TSP intending to offer transportation protective services are directed to Section A, Part II, Paragraph A of this publication.

Appendix A Rail Routes

This appendix is used to list rail routes for joint-line applications. It shall be maintained as a text file only and routing decisions shall be based on the rates contained in the Sections of the tender. Rail TSPs will ensure rail routes are shown on BL. Submission of this appendix is optional. If used, a TSP shall list for each route only those TSPs who have agreed to participate in service at rates offered. Route numbers assigned in this appendix should correspond to origins/destinations shown in Section D and/or Section E.

CLASS 100 RATES

1. The rates and charges shown in this section are established at a Class 100 baseline level. This is not to be construed, in any way, as the setting of rates or charges by SDDC. TSP must independently establish their own levels of rates and charges on less than 10,000 pounds and 10,000 pounds or greater shipments of FAK or specific class-rates commodities by utilizing the percentage of class provisions in the DoD tender.

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

Section	Item	Instructions
A	14	Check the appropriate "Classification used" field. (If the tender applies only to commodities covered by the DoD-unique codes and descriptions shown in Appendix B of this publication, check the appropriate field). Then indicate, either by classification number or description, the articles that rates shown in Table D of Section E will apply.
	15	If the rates offered in Table D is based on a released value, read Part IV, Section A, Paragraph 14-Released Value in this section, before completing this item.
	16	Place an X in the "Section E" field.
B		TSP must enter this publication as the governing publication.
E	1	Enter the territorial SPLC codes and locations from which the rates and charges in Table D will apply.
	2	Enter the territorial SPLC codes and locations to which the rates in Table D will apply.
	3	If the rates in Table D is applied between the territorial locations specified in Items 1 and 2, an "X" must be entered in this field.
	5	Table D. All TSP utilizing this table must enter in the "Minimum Charges" field a percentage above, below, or equal to the baseline minimum charges shown in Paragraph 8 of this publication, which they wish to be applied to the movements covered by the tender. If a TSP is offering rates to apply on movements of FAK (as defined in ITEMS 39, 41, 43, or 45 of Section B, Motor TSP Rules, in this publication), the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 8 must be entered in the "Freight All Kinds" (FAK) field.
	6	Table D. If a TSP is offering rates on specific commodities, the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 8 must be shown in the "Specific NMFC or DoD Unique Commodities" field. A TSP may offer rates on FAK and specific commodities in the same tender, provided that the codes and descriptions for both FAK and the specific commodities covered are listed in Item 14, Section A of the tender.

F 1-2 TSP using Table D of Section E must enter in the four-character fields under the SERVICE column the three-character alpha codes of those security and accessorial services, and the applicable sub-item numbers for charges. Opposite each three-character alpha code, enter your individually established charges for each security and accessorial service offered.

3. Examples.

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

Section	Item	Instructions
A	14	Since FAK is covered by the DoD Unique codes and descriptions shown in the motor section of this publication, the "DoD Unique" field would be checked. Enter "999912" under "Number" column and "Freight All Kinds" or "FAK" under the "description" column, and include the released value as part of the commodity description.
	15	Do not make any entry in the RELEASED VALUE box or in the fourth-position field.
	16	Place an "X" in the "Section E" field.
B		Enter "MFTURP-1" as the governing publication in the field provided.
E	1	Enter "9C' in the first two positions of the first field of the SPLC column. Enter "CONUS" or Continental U.S." in the first field of the "LOCATION" column.
	2	Enter "9C" in the first two positions of the first field of the SPLC column. Enter "CONUS" or "Continental U.S." in the first field of the "LOCATION" column.
	3	Enter an "X" in the BETWEEN field.
	5	Enter "PQ" (for percent of class) in the RATE QUALIFIER field.
E	6	Table D

All TSPs utilizing this table must enter in the "Minimum Charges" field a percentage above, below, or equal to the baseline minimal charges shown in Paragraph 8 of this publication, which they wish to be applied to the movements covered by the tender. If a TSP is offering rates to apply on movements of FAK (as defined in Items 39, 41, 43, or 45 of Section B, Motor TSP Rules, in this publication), the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 8 must be entered in the "Freight All Kinds" (FAK) field: Fill in the field with the appropriate percentage of the baseline minimum charges shown in this section. For example, if the TSP wishes to access the same minimum charges shown in this publication, this field would be completed as follows:

Minimum Charges: 1 0 0 Percent

If the TSP wishes to charge only 80 percent of the baseline minimum charges shown in this publication, this field would completed as follows:

Minimum Charges: 0 8 0 Percent

"Freight All Kinds (FAK)" field: Fill in the three fields on this line with the percentage above, below, or equal to the level of Class 100 baseline rates, shown in Paragraph of this section, that the TSP selects to base its FAK rates on. For example, if the TSP decides to charge 125 percent of the Class 100 baseline rates, these fields would be completed as follows:

Freight All Kinds (FAK): 1 2 5 Percent of Class 100 Rates

If the TSP decides to charge 50 percent of the Class 100 baseline rates, the field would be completed as follows:

Freight All Kinds (FAK): 0 5 0 Percent of Class 100 Rates

NOTE: Only whole percentages may be shown in Table D, and all positions of each field used must be completed. This means that all one-digit figures must be preceded by two zeroes, and all two-digit figures must be preceded by one zero.

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

5. Class 100 Rates Explanation. The Class 100 baseline rates and minimum charges have been constructed by SDDC. It is suggested the TSP filing tenders based on Rate Qualifier "PQ" construct individual tenders according to the territorial applications of the various motor rate bureaus. Filing in this manner will permit the TSP to protect appropriate LTL and TL class rate levels in various bureau territories.

6. Rating Multiple Shipments. All shipments tendered to one TSP on one calendar day by one consignor consigned to the same consignee at the same delivery site shall be considered as one shipment for rating purposes. To receive the benefit of reduced charges applicable to multiple shipments, shipper shall cross-reference the bills of lading of individual shipments to a single bill of lading, or further identify all multiple shipments tendered to the same TSP on one calendar day which are consigned to the same consignee at the same delivery site.

7. Less-Than-Truckload Rates. Reference to "less than 10,000 pounds" and "10,000 pounds or greater" in the tender is to identify shipment routing authority designated to the Installation Transportation Officer (ITO), and SDDC respectively. This reference will not restrict or prevent the application of all rates in the Class 100 from applying to LTL shipments weighing more than 9,999 pounds, nor will such reference restrict or prohibit the alternation of rates between LTL rates and all truckload rates and/or charges. Minimum weights of 20,000 pounds and greater are considered TL minimums.

8. Baseline Class 100 Rates in Cents Per Hundred Pounds. To use the below table, follow this example: An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt). The TSP rates are published in Section E, Table D, of the tender as a percentage of class e.g., 47 percent. This indicates that the TSP is offering to move this shipment at a rate, which is 47 percent of the applicable baseline rate. Using these shipment parameters, GFM automatically calculates the charges as follows:

1308 cwt X .47 (%) = 615 (614.76 rounded) X 26

TRANSPORTATION SERVICE PROVIDER GENERAL RULES
SECTION A

Mileage Base	Minimum Charge	Minimum Weights								
		0-499	500-999	1000-1999	2000-4999	5000-9999	10000-19999	20000-29999	30000-39999	40000+
0-50	$36.00	1179	943	802	696	607	519	466	407	383
51-75	$36.00	1284	1028	873	758	661	565	507	444	417
76-100	$36.00	1373	1098	933	810	707	604	542	474	446
101-125	$36.00	1536	1229	1044	906	791	621	557	487	458
126-150	$36.00	1596	1277	1085	942	822	646	579	507	477
151-175	$36.00	1680	1344	1142	991	865	680	610	534	502
176-200	$36.00	1819	1455	1237	1073	937	736	660	578	543
201-225	$36.00	1895	1516	1289	1118	976	833	747	654	615
226-250	$36.00	1956	1565	1330	1154	1007	860	771	675	635
251-275	$36.00	2003	1603	1362	1182	1032	881	790	692	650
276-300	$36.00	2049	1639	1393	1209	1055	901	808	707	665
301-325	$36.00	2135	1708	1452	1259	1099	939	842	737	693
326-350	$36.00	2177	1741	1480	1284	1121	958	859	752	707
351-375	$36.00	2217	1773	1507	1308	1142	975	875	765	720
376-400	$39.00	2364	1891	1607	1395	1217	1040	933	816	768
401-425	$39.00	2443	1954	1661	1441	1258	1075	964	844	793
426-450	$39.00	2483	1986	1688	1456	1279	1093	980	858	807
451-475	$39.00	2520	2016	1714	1487	1298	1110	996	871	819
476-500	$42.00	2558	2046	1739	1509	1317	1126	1010	884	831
501-525	$42.00	2630	2104	1788	1552	1355	1157	1038	908	854
526-550	$42.00	2666	2133	1813	1573	1373	1173	1052	921	866
551-575	$42.00	2701	2160	1836	1593	1391	1188	1066	933	877
576-600	$45.00	2860	2288	1945	1687	1473	1258	1128	988	928
601-625	$45.00	2930	2344	1993	1729	1509	1289	1154	1012	951
626-650	$45.00	2965	2372	2016	1749	1527	1304	1170	1024	962
651-675	$45.00	2998	2398	2039	1769	1544	1319	1183	1035	973
676-700	$47.00	3033	2426	2062	1789	1562	1334	1197	1047	984
701-725	$47.00	3098	2478	2107	1828	1596	1364	1224	1071	1007
726-750	$47.00	3130	2504	2129	1847	1612	1378	1236	1082	1017

751-775	**$47.00**	**3163**	**2530**	**2151**	**1866**	**1629**	**1392**	**1249**	**1093**	**1027**
776-800	**$50.00**	**3332**	**2666**	**2266**	**1966**	**1716**	**1467**	**1316**	**1152**	**1083**
801-825	**$50.00**	**3370**	**2696**	**2291**	**1988**	**1735**	**1472**	**1320**	**1156**	**1086**
826-850	**$50.00**	**3410**	**2718**	**2319**	**2012**	**1756**	**1489**	**1336**	**1169**	**1099**
851-875	**$50.00**	**3450**	**2760**	**2346**	**2036**	**1777**	**1508**	**1353**	**1184**	**1113**
876-900	**$52.00**	**3490**	**2792**	**2373**	**2059**	**1797**	**1525**	**1368**	**1197**	**1125**
901-925	**$52.00**	**3528**	**2822**	**2399**	**2082**	**1817**	**1553**	**1393**	**1219**	**1146**
926-950	**$52.00**	**3566**	**2853**	**2425**	**2104**	**1837**	**1569**	**1407**	**1232**	**1158**
951-975	**$52.00**	**3605**	**2884**	**2451**	**2127**	**1856**	**1586**	**1423**	**1245**	**1170**
976-1000	**$54.00**	**3642**	**2914**	**2477**	**2149**	**1876**	**1603**	**1438**	**1258**	**1183**
Mileage Base	**Minimum Charge**	**Minimum Weights**								
		0-499	**500-999**	**1000-1999**	**2000-4999**	**5000-9999**	**10000-19999**	**20000-29999**	**30000-39999**	**40000+**
1001-1050	**$54.00**	**3716**	**2973**	**2527**	**2193**	**1914**	**1607**	**1441**	**1261**	**1186**
1051-1100	**$54.00**	**3790**	**3032**	**2577**	**2236**	**1952**	**1639**	**1470**	**1287**	**1210**
1101-1150	**$54.00**	**4095**	**3276**	**2785**	**2416**	**2109**	**1771**	**1589**	**1390**	**1307**
1151-1200	**$58.00**	**4166**	**3333**	**2833**	**2458**	**2146**	**1802**	**1616**	**1415**	**1330**
1201-1250	**$58.00**	**4238**	**3390**	**2882**	**2500**	**2182**	**1865**	**1673**	**1464**	**1376**
1251-1300	**$58.00**	**4265**	**3412**	**2900**	**2516**	**2196**	**1876**	**1683**	**1473**	**1384**
1301-1350	**$58.00**	**4306**	**3445**	**2928**	**2541**	**2218**	**1895**	**1700**	**1488**	**1399**
1351-1400	**$61.00**	**4375**	**3500**	**2975**	**2581**	**2253**	**1925**	**1727**	**1511**	**1421**
1401-1450	**$61.00**	**4443**	**3554**	**3021**	**2621**	**2288**	**1954**	**1753**	**1534**	**1442**
1451-1500	**$61.00**	**4509**	**3607**	**3066**	**2660**	**2322**	**1983**	**1779**	**1557**	**1463**
1501-1550	**$61.00**	**4575**	**3660**	**3111**	**2699**	**2356**	**2012**	**1805**	**1579**	**1485**
1551-1600	**$64.00**	**4640**	**3712**	**3155**	**2738**	**2390**	**2041**	**1831**	**1602**	**1506**
1601-1650	**$64.00**	**4704**	**3763**	**3199**	**2775**	**2422**	**2069**	**1856**	**1624**	**1527**
1651-1700	**$64.00**	**4768**	**3814**	**3242**	**2813**	**2455**	**2098**	**1882**	**1647**	**1548**
1701-1750	**$64.00**	**4830**	**3864**	**3284**	**2850**	**2487**	**2125**	**1906**	**1668**	**1568**
1751-1800	**$65.00**	**4891**	**3913**	**3326**	**2886**	**2519**	**2152**	**1930**	**1689**	**1588**
1801-1850	**$65.00**	**4953**	**3962**	**3368**	**2922**	**2551**	**2179**	**1955**	**1711**	**1608**
1851-1900	**$65.00**	**5014**	**4011**	**3409**	**2958**	**2582**	**2206**	**1979**	**1732**	**1628**
1901-1950	**$65.00**	**5073**	**4058**	**3449**	**2993**	**2612**	**2232**	**2002**	**1752**	**1647**

1951-2000	**$65.00**	**5133**	**4106**	**3490**	**3028**	**2643**	**2258**	**2025**	**1773**	**1666**
2001-2100	**$65.00**	**5250**	**4200**	**3570**	**3098**	**2704**	**2310**	**2072**	**1813**	**1705**
2101-2200	**$69.00**	**5364**	**4291**	**3647**	**3165**	**2762**	**2360**	**2117**	**1853**	**1742**
2201-2300	**$69.00**	**5464**	**4371**	**3715**	**3224**	**2814**	**2404**	**2156**	**1887**	**1774**
2301-2400	**$69.00**	**5575**	**4460**	**3791**	**3289**	**2871**	**2453**	**2200**	**1926**	**1810**
2401-2500	**$69.00**	**5684**	**4574**	**3865**	**3353**	**2927**	**2501**	**2243**	**1963**	**1846**
2501-2600	**$74.00**	**5791**	**4633**	**3938**	**3417**	**2982**	**2548**	**2286**	**2000**	**1880**
2601-2700	**$74.00**	**5898**	**4718**	**4010**	**3480**	**3037**	**2595**	**2328**	**2037**	**1915**
2701-2800	**$74.00**	**6003**	**4802**	**4082**	**3541**	**3091**	**2641**	**2369**	**2073**	**1949**
2801-2900	**$74.00**	**6106**	**4885**	**4152**	**3603**	**3145**	**2687**	**2410**	**2109**	**1983**
2901-3000	**$76.00**	**6209**	**4967**	**4222**	**3663**	**3198**	**2732**	**2451**	**2145**	**2016**
3001-3100	**$76.00**	**6309**	**5047**	**4290**	**3722**	**3249**	**2776**	**2490**	**2179**	**2049**
3101-3200	**$76.00**	**6409**	**5127**	**4358**	**3781**	**3301**	**2820**	**2530**	**2214**	**2081**
3201-3300	**$76.00**	**6508**	**5206**	**4425**	**3839**	**3351**	**2863**	**2568**	**2247**	**2113**
3301-3400	**$76.00**	**6605**	**5284**	**4491**	**3897**	**3402**	**2906**	**2607**	**2281**	**2145**
3401-3500	**$76.00**	**6701**	**5361**	**4557**	**3954**	**3451**	**2949**	**2645**	**2315**	**2176**

V. CARRIER PERFORMANCE AND EVALUATION PROGRAM (CPEP)

A. GENERAL

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

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

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

1. Non-selection ("N" code) incidents are used to document reasons why a TSP was not selected for a move and do not count against a TSP's overall performance rating. However; if trends are detected, SDDC/USTRANSCOM may investigate to determine if a problem exists with the TSP or the shipping activity. "N" code incidents must have remarks entered by the reporter to explain and justify the reason for the non-selection (e.g., date and time TSP was contacted or attempted contact was made, name of TSP representative.). TSPs have the ability to view incidents and leave remarks. "N" codes with examples are as follows:

N1 – Excusable Refusal

Occurs when the TSP declines a non-Automation of Transportation Request (ATR) shipment within one hour of offer, or if a TSP declines any FAK shipment that is to be picked up in less than 24 hours or any TPS shipment that has to be picked up in less than 48 hours. Also used for ATR shipments when shipping activities fail to contact a TSP for shipment award within one hour of offer closing. For shipping activities using the auto-award process in ATR, the system may not generate an automatic notification to TSPs indicating whether or not they were awarded the load. However, immediately after the offer's closing, the screen in ATR will change status to "Awarded" for TSPs that have been automatically awarded the load. It is the TSPs responsibility to monitor their shipment offer status.

N2 – TSP Unreachable
Example includes when the TSP fails to answer the phone (or the phone number or email is wrong or returned as undeliverable) for tendered, non- ATR shipments. Shippers will allow at least five rings when attempting to contact TSPs via phone.

N3 - Low Cost Not Used In Order To Use Carrier Onsite
Example includes a TSP that just unloaded freight at an installation and is available to take an outbound load. This is for loads departing origin within the next 24 hours only; reporter must enter a valid explanation in the "Remarks" block when using this code.

N4 - Traffic Distribution
Example includes if a shipper had two or more loads going from the same origin to the same destination on the same day. The shipper distributes the two or more loads among two or more TSPs. Reporter must enter a valid explanation in the "Remarks" block when using this code. This code cannot be used with shipments requiring one conveyance.

N5 - Required Small Business Selection
When small business selection is a requirement in a contract.

N6 - Contract Requires Specific Requested Mode
When a contract requires a specific mode/equipment.

N7 - Lower Cost TSP Not Used Due To Past Performance: Loss/Damage
When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of previous loss or damage by a specific TSP.

N8 - Lower Cost TSP Not Used Due To Past Performance: Transit Time
When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of a TSP that either has exceeded standard transit times as stated in the DTR Chapter 202 Tables 202-3/202-4 (DoD Standard Transit Time Guide) or delivered after the RDD (NOTE: standard transit time is the default; if a shipper decides to put an RDD on a BL that exceeds standard transit time, the Standard Transit Time Guide overrules that).

N9 - Lower Cost TSP Not Used Due To Past Performance: No-shows
When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of previous no-shows by a specific TSP.

NA - Lower Cost TSP Not Used Due To Past Performance: Mechanical failures
When a shipper has documented proof (via a TDR, CPM incident, or other acceptable documentation) of trends in mechanical breakdowns of the same vehicle/piece of equipment by a specific TSP.

NC - Carrier Not Used Due To Multi-Equipment Requirement

When the same TSP must haul a combination load and more than one BL with the same origin and destination is used. Examples include: AA&E or shipments requiring segregation provisions IAW the 49 CFR and/or DoD regulations, or other TPS shipments that would necessitate the combination of more than one type of equipment.

ND - Low Cost Carrier Not Used Due To Mission Requirements/Convenience Of The Government
When a situation dictates a specific TSP must be selected for the shipment. Reporter must enter a valid explanation in the "Remarks" block when using this code. Contact SDDC/USTRANSCOM for further guidance.

2. **Service Failure** ("F" code) incidents are used to document incidents where TSPs fail to meet service elements and standards, and may result in further carrier performance action by shipping activities or SDDC/USTRANSCOM. All "F" code incidents must have valid remarks entered by the reporter to explain and justify the reason for the service failure. Remarks will paint a clear picture to shipping activities, TSPs and SDDC/USTRANSCOM of the nature of the incident, personnel involved, and specific actions that resulted in the CPM incident. Failure to justify a CPM service failure incident may render that incident unusable towards the identification of trends or follow-on actions taken against a TSP. TSPs have the ability to view incidents and leave remarks. "F" codes with examples are as follows:

F1 - Shipment Refusal

a. Used for tendered non-ATR shipments when a TSP fails to accept or decline a shipment within one hour of offer. Shipments must be offered at least 24 hours in advance or 48 hours when TPS is required. A Transportation Officer (TO) can specify a shorter response time for high- priority shipments, but cannot charge a TSP with a refusal if the TSP declines the shipment.

b. When a TSP accepts a shipment using the ATR process and then refuses the shipment when contacted within one hour of the ATR offer closing, the TSP will be issued a FK Commitment Withdrawal. If a TSP accepts a shipment using the ATR process and is subsequently automatically awarded the load by the system within an hour after that offer's closing (as indicated by the "Awarded" status in ATR), the TSP is expected to follow through with that acceptance when the shipping activity contacts the TSP to make arrangements. The shipping activity must contact the TSP within 4 hours of the spot bid or ATR-automatic award to make arrangements. TSPs that fail to follow through with their acceptance when the shipping activity makes contact for final arrangements will be issued an FK Commitment Withdrawal.

F2 - Improper or Inadequate Equipment

When a TSP arrives at origin with equipment different from what the shipper ordered and no equipment substitutions had been agreed upon by shipper and TSP prior to arrival. Code may also be used when a TSP arrives for pickup or delivery with unsafe equipment

(e.g.; brake or head lights inoperable; holes in the trailer bed; bald or tread bare tires; mechanical failure; missing chains for tie down to rail car; etc.). TSPs must provide safe transportation equipment IAW Federal Motor Carrier Safety Regulations. Violations of 49 CFR Subparts A thru I (parts, accessories, and safe operation) and 396 CFR (equipment inspection, repair, and maintenance) are included.

F3 - TSP Unable to Meet Service Requirements

Examples include, but are not limited to: TPS drivers that do not have adequate security clearance or have had driving privileges on military installations revoked; drivers that fail to meet general qualifications as defined in 49 CFR Part 391, Subpart B § 391.11 (e.g., can read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records); and/or when a TSP fails to acquire the proper permits for the cargo being transported.

F4 - Failure to pick up at Origin as Scheduled

When a TSP fails to report to origin at the agreed-upon time and place as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination.

F5 - TSP Failed to Meet DDD/RDD

When a TSP fails to deliver by the RDD as shown on the BL. Shippers cannot charge a TSP hauling non-sensitive/general cargo or FAK with failure to meet RDD if they did not annotate a proper date on the BL consistent with the DTR Chapter 202 Tables 202-3/202-4 (DoD Standard Transit Time Guide). However, as applied to AA&E shipments, TPS cargo must be delivered IAW the standard transit time or the RDD, whichever is shortest. This is consistent with the “Explosive Safety Rule” in DoD Directive 6055.9E, i.e. minimum exposure rules for explosives.

F6 - Time-In-Transit

When a TSP fails to follow standard transit times as defined in the DTR Chapter 202 Tables 202-3/202-4 (DoD Standard Transit Time Guide). Each BL is considered a shipment regardless of the number of pieces or TCNs moving under the BL or the number of delivery points. Receiving activities must report excessive transit time to shipping activities so any necessary action can be taken against the TSP.

F7 - Failure to Provide Protective Service

When a TSP fails to provide SNS, DCS, or any other Protective Service as annotated on

the BL and defined in the DTR Chapter 205, Table 205-8, while in transit from origin to destination. TSPs must follow all requirements for the designated protective service as stated in the MFTURP-1.

F8 - Failure to Provide Signature and Tally Record

When a TSP fails to properly annotate and provide a DD Form 1907, Signature and Tally Record, as required on the BL for the cargo being transported.

F9 - Mishandling Freight
Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper. In the event of an emergency, trans loads and other response actions must be coordinated with the shipper or owning military service. DTTS can assist with coordination between these parties if needed for loads requiring the SNS accessorial. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services.

FA - Loss or Damage

When a TSP is responsible for loss or damage of cargo. Failure to settle loss and damage claims IAW the DTR Part II Chapter 211 is also included. A TDR must be issued IAW DTR Part II Chapter 210.

FB - Improper Routing

When a TSP fails to follow DOT-authorized routes for the cargo they are transporting.

FC - Use of Bad Language, Offensive Behavior

Examples include, but are not limited to, drivers or any TSP representatives that harass or use abusive language or lewd behavior towards or in the presence of DoD representatives. Any documented incident involving the use of intemperate, vulgar, or abusive language; drug or alcohol abuse; or engagement in offensive conduct may result in a TSP being placed in immediate non-use status or a recommendation to SDDC/USTRANSCOM for disqualification.

FD - Nonpayment of Just Debts

Failure to pay just debts or complaints from subcontractors that the TSP failed to pay for services contracted or otherwise demonstrates lack of financial responsibility and may subject Government shipments to actual and/or potential delay, frustration, seizure or detention.

FE - Falsification of a Syncada delivery

Used when a TSP changes the status of a shipment to "delivered" in the TPPS prior to delivering the freight.

FF- Double Brokering

When a TSP brokers freight to a carrier who then brokers the freight to another carrier. Double brokering is not authorized. Brokers awarded DoD freight are responsible to ensure that its underlying TSP(s) handle and deliver freight without the underlying TSP contracting the use of additional TSPs and brokers. General Commodity carriers are not allowed to act in the capacity of a broker. General Commodity TSPs awarded DoD freight are required to utilize organic assets/fleet to transport cargo. This policy prevents cargo loss and maximizes in transit visibility. Shippers at the origin shipping activity or within their AOR that have determined a broker has double brokered a shipment, may place a broker in immediate non-use for up to 90 days. Brokers that have failed to rectify their double brokering problem with the shipper may be placed in non-use for an additional 90 days.

FG - Drug/Alcohol/Firearm Abuse

Examples include a driver that arrives intoxicated or under the influence of drugs. TSPs will be placed in immediate non-use for such incidents, and may not charge for vehicle furnished not used.

FH - Theft- TSP Responsible

When a TSP is responsible for the theft of DoD cargo. A TDR must be issued IAW DTR Part II Chapter 210

FJ - Shortage – TSP Responsible

When a TSP is responsible for the shortage of DoD cargo. A TDR must be issued IAW DTR Part II Chapter 210.

FK - Commitment Withdrawal

When a TSP responds to an ATR offer as able to accept the load, and then declines at time of award or prior to pick up; or if the selected TSP is unreachable after a reasonable amount of attempts by the shipper. Shippers cannot charge a TSP with Commitment Withdrawal if they fail to contact/award the TSP within one hour of ATR offer closing, or if systems using the auto-award process fail to show the offer status as "Awarded" in ATR. Reporter must annotate the date and time ATR offer closed and the date and time they contacted the TSP to award the load in the Remarks block of the incident.

FL - Unauthorized Load/Broker Board Posting

When a TSP posts shipment information to any type of load/broker board with payment information prior to having been awarded that load by the shipper. Only TSPs with proper authority from DOT may post to load/broker boards; no TPS loads (to include 675 Signature & Tally service) may be posted.

FM - Shipment Refusal- Spot Bid

When a TSP bids on a shipment via Spot Bid on the Web, then declines the shipment when the shipper calls to award the load. A TSP that submits a bid is assumed to be ready, willing, and able to perform the transportation as stated in the bid. Shippers cannot charge a TSP with Shipment Refusal- Spot Bid if they fail to contact the TSP within four hours of bid closing. The shipping activity must contact the TSP within four hours of the spot bid or ATR-automatic award to make arrangements. Shipment refusal may result in immediate nonuse.

FN – Shipment Refusal – Negotiation

When a TSP bids on a SDDC-negotiated shipment, and then declines the shipment when the shipper calls to award the load. A TSP that submits a negotiation is assumed to be ready, willing, and able to perform the transportation as stated in the negotiation. Shippers cannot charge a TSP with Shipment Refusal- Negotiation if they fail to contact the TSP within 24 hours after receiving rates from the SDDC Negotiations team. Shipment refusal may result in immediate nonuse**.**

FP - Other Service Failure

Other service failures not covered in the codes above or below. Contact SDDC G3 Carrier Performance at usarmy.scott.sddc.mbx.carrier-performance@mail.mil.

FQ - Failure to pick up at origin on scheduled date

When a TSP fails to report to origin at the agreed-upon date as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination. This code is used primarily for Contract-specific shipments.

FR - Failure to pick up at origin on scheduled time

When a TSP fails to report to origin at the agreed-upon time as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination. This code is used primarily for Contract-specific shipments.

FS - Failure to deliver at destination on scheduled date

When a TSP fails to report to destination at the agreed-upon date as scheduled with the TO. This code is used primarily for Contract-specific shipments.

FT - Failure to deliver at destination on scheduled time

When a TSP fails to report to destination at the agreed-upon time as scheduled with the TO. This code is used primarily for Contract-specific shipments.

3. HQ SDDC personnel enter "G" code incidents where TSPs fail to meet additional service elements and standards which may result in further carrier performance action. These codes are primarily used for TPS shipments that require SNS by the DTTS. Incidents using these codes may only be entered in CPM by HQ SDDC personnel. "G" codes with examples are as follows:

G1 - TRANSS Inspection Finding

When a Transportation Safety and Security team inspection reveals a discrepancy in TSP performance.

G2 - TRANSS Inspection Failure

When a Transportation Safety and Security team inspection reveals a failure in TSP performance.

G3 - DTTS Related Failure: Trailer Tracking (DCS)

Trailer Tracking (DCS): Examples include trends in false "Untethered" and/or "Door Open" alerts, failure to register DCS-equipped trailers with DTTS prior to use, and failure to provide DCS when required.

G4 - DTTS Related Failure: Satellite Motor Surveillance (SNS): Examples include failure to register SNS unit with DTTS prior to use, failure to enable/disable, lost signal, and failure to provide SNS when required.

G5 - DTTS Related Failure: Incorrect Messages: When TSP driver(s) fail to send correct SNS codes IAW the MFTURP-1, Item 111.

G6 - DTTS Related Failure: Breakdown

When a TSP vehicle carrying a SNS shipment experiences mechanical failure. Mechanical failure is defined as any condition of the conveyance or related equipment that requires repair or replacement of parts while in transit. Reporters cannot charge a TSP with this service failure if the breakdown/mechanical failure is a result of circumstances beyond the TSP's control (e.g., debris/objects in roadway, flat tires, accidents where the TSP is not at fault, and force majeure situations).

G7 - DTTS Related Failure: Accident (TSP at fault)

Accident (TSP at fault): When a TSP driver carrying a SNS shipment causes an accident.

G8 - DTTS Related Failure: Other

Any DTTS-related service failure not covered in the codes above.

G9 - CSA Score(s) Above Standard

This may apply to any TSP registered with the DoD, and may only be used as an indicator of safety performance.

GA - DTTS failure: Transit Time Exceeded

GB - DTTS failure: Exceeded 2 Hour Stop (SRC I, II, PSS) or 4 Hour Stop (SRC III, IV) (exclude exceptions for weather or other force majeure conditions)

GC - DTTS failure: Exceeded 100 Hour Rule (military secure holding facilities)

GD - DTTS failure: Problem with dispatcher Call Back

GG - DTTS failure: Unapproved Equipment Charge

GT - DTTS failure: Fire or Hot Brakes

GU - DTTS failure: Use of Unapproved Terminal

GV - DTTS failure: Failure to Report (Reportable) Incident to DTTS. Refer to CFR 49

GX - DTTS failure: Parking with Explosives in Populated Area

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

TO Recorded Incidents Table			
Service Failure	**Tier**	**Service Failure**	**Tier**
F1 Shipment Refusal	3	FF Double Brokering	1
F2 Improper or Inadequate Equipment	2	FG Drug/Alcohol/Firearm Abuse	1
F3 TSP Unable to Meet Service Requirements	1 or 2*	FH Theft- TSP Responsible	1
F4 Failure to Pick Up at Origin as Scheduled	1 or 2*	FJ Shortage- TSP Responsible	1
F5 TSP Failed to Meet DDD/RDD	1	FK Commitment Withdrawal	1
F6 Time-in-Transit	1 or 2*	FL Unauthorized Load/Broker Board Posting	1

F7 Failure to Provide Protective Service	1 or 2*	FM Shipment Refusal- Spot Bid	1
F8 Failure to Provide Signature and Tally Record	2	FN Shipment Refusal- Negotiation	1
F9 Mishandling Freight	1	FP Other Service Failure	*
FA Loss or Damage	2	FQ Failure to Pick Up at Origin on Scheduled Date	1 or 2*
FB Improper Routing	3	FR Failure to Pick Up at Origin on Scheduled Time	2
FC Use of Bad Language, Offensive Behavior	1 or 2*	FS Failure to Deliver at Destination on Scheduled Date	1 or 2*
FD Nonpayment of Just Debts	1	FT Failure to Deliver at Destination on Scheduled Time	2
FE Falsification of a Power Track Delivers	1		

* Tier may depend upon existence of trends, importance of shipment or case-by-case basis
One (1) Tier 1 Service Failure = Immediate non-use for 30 days (1st Offense).
Two (2) Tier 2 Service Failures in 30 days = Letter of Warning or non-use action.
Three (3) Tier 3 Service Failures in 30 days = Letter of Warning or non-use action.
Two (2) Letters of Warning in 60 days = Non-use action.
Subsequent Offenses of Tier 1 Service Failures = 60 - 90 days Non-use.
Subsequent Offenses of Tier 2 Service Failures (after a Letter of Warning has been issued) = 60 - 90 days Non-use.
Subsequent Offenses of Tier 3 Service Failures (after a Letter of Warning has been issued) = 60 - 90 days Non-use.
Continuous pattern of Service Failures = referral to HQ, SDDC Domestic Carrier Management Branch for further review and possible Nationwide non-use or TRB that may result in disqualification from hauling DoD cargo. Also, referral of commercial air service failures to USTRANSCOM, Commercial Services Branch for further review.

5. SDDC will monitor TSPs' overall performance and determine when a pattern of non-use actions and service failures documented by shipper(s) warrants further non-use or disqualification. "G" code service failures will be evaluated on a case by case basis for determining performance actions.

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

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

7. USTRANSCOM will routinely monitor and evaluate commercial air TSP performance and evaluate commercial air TSP performance and will use a LOW, LOC, or non-use as necessary.

8. Evaluations will be based on a continuous four quarter cycle. TSPs will have the ability to appeal SDDC decisions and/or present their case during a Transportation Review Board (TRB) in situations where disqualification is considered. Note SDDC reserves the right to place TSPs in nonuse and/or disqualification outside the table for egregious one-time incidents. TSPs are encouraged to actively review their performance in CPM and remedy the cause of any failures. TSPs are also reminded to annotate their remarks of reported incidents in CPM as both shipper and TSP remarks are important as SDDC uses them to adjudicate disagreements.

9. TSPs should not contest service failures and associated shipper actions directly with SDDC without first attempting to resolve the alleged service failure/action with the responsible shipper. Shippers and TSPs should address issues with SDDC when parties cannot come to an agreement.

C. TSP NOTIFICATIONS

1. Letter of Concern (LOC). A LOC may be issued by SDDC for TSP performance issue(s) or trends determined as not meeting minimum performance standards. A LOC gives the TSP an opportunity to take corrective action prior to SDDC/USTRANSCOM issuing a LOW or Non-Use action. A LOC may be issued based on the following incidents including, but not limited to: minor infractions; possible concerns raised by the DoD community; or downward trends in TSP's performance (i.e., rising numbers of service failures throughout the DoD enterprise).

2. LOW. A LOW is issued by a TO or by SDDC/USTRANSCOM to a TSP for unacceptable performance. A LOW serves as notice to a TSP that if violations or performance problems continue, non-use action may follow. The LOW may request the TSP provide additional information on the incident for review. LOWs may precede a notice of non-use, but are not required for serious infractions resulting in non-use action.

3. Letter of Non-Use. Non-use or disqualification action may be taken for specific Incidents of unsatisfactory service or failure to perform, or a record or trend of unsatisfactory service or failure to perform IAW the terms of negotiated agreements, tariffs, tenders of service, or BLs, service agreements, governing SDDC/USTRANSCOM rules publications, or other similar arrangements. With the use of CPM/CPM Web Services, non-use action can be from specified BLOCs or SPLCs and can be narrowed down to non-use for shipments requiring specified Accessorial Services. A Letter of Non-Use will advise TSPs of the period of non-use, the reinstatement date, and of appeal procedures. A shipper may place a TSP in local non-use for up to 90 days for shipments originating from their activity AOR followed by a 90-day probationary period. While under probation, any additional service failures can result in additional non-use action.

4. Disapproval from the Freight Carrier Registration Program (FCRP) may be taken by SDDC against individuals and affiliates of a TSP(s) for conduct or action which is inappropriate, unethical, or violates any provision of DOT or SDDC regulations and policies. In severe cases, SDDC may conduct Transportation Review Boards (TRBs) per guidance in SDDC Regulation 15-1, Procedure for Disqualifying and Placing Transportation Service Providers (TSP) in Non-Use. TRBs are used to determine if further non-use action or disqualification is necessary. Disqualification is the act by HQ SDDC of excluding a TSP or TSP employee from participating in DOo transportation programs. Only SDDC/USTRANSCOM has disqualification authority. Disqualification may be taken by SDDC/USTRANSCOM as a result of no or insufficient response on a non-use action and/or a result of TRB or TARP hearing findings and determination. Disqualification action may be taken independently by SDDC/USTRANSCOM, or a TO may request SDDC/USTRANSCOM disqualify a TSP, if a TSP or its representative commits a violation that is so egregious that the TO believes it warrants a disqualification action. Refer to SDDC Regulation 15-1 for further information.

5. Reporting timeframes. Service failures need be entered into CPM within 15 days from the date of the alleged incident. LOC, LOW and non-use actions need to be initiated within 20 days from date of the latest service failure.

D. TSP APPEAL:

1. A TSP may appeal a non-use action in writing to the office that initiated the non-use action within 15 calendar days. Offices that initiated non-use action will respond to any appeals from TSP within seven business days.

2. If the appeal is denied, the TSP may appeal those decisions via e-mail or United States Postal Service Registered Mail to the further appeal authority which is determined by the level of the office that initiated the action-- either the installation CDR, USTRANSCOM or SDDC's Special Requirements Branch. The appeal authority may be based on the severity of the TSP's infraction.

3. If the shipper selects the installation CDR as the further appeal authority and the installation CDR denies the appeal, the TSP may appeal those decisions to SDDC's Special Requirements Branch, except when the TSP is an air carrier, the final appeal will reside with USTRANSCOM. Appeals must be received via email or USPS registered mail. SDDC is the final appeal authorities for all appeals except when the TSP is an air carrier, the final appeal will reside with USTRANSCOM.

4. It is the responsibility of each TSP to review their performance data in CPM. Comments from both the shipping activity and the TSP contribute greatly to the CPM data appeal adjudication process. TSPs are able to leave comments in the Remarks block of a CPM incident, and are encouraged to contact the reporter/shipper that wrote up the incident when disputing individual service failures. Shipping activities will respond to disputes from TSPs regarding specific CPM incidents within seven business days.

5. SDDC/USTRANSCOM will review appeals only if the TSP has done their due diligence in resolving incident issues at the local level first. If appealing to SDDC, forward appeal to: usarmy.scott.sddc.mbx.carrier-performance@mail.mil or SDDC, Chief, Special Requirements Branch, 1 Soldier Way, Building 1900W Scott AFB, IL 62225-5006. For air TSP, submit appeals to email address transcom.scott.tcj5j4.mbx.lc@mail.mil.

6. Shipping activities or SDDC may resolve incidents in CPM if errors with incident recording have occurred or following a successful appeal from a TSP.

VI. TERMS AND CONDITIONS APPLICABLE TO ALL MODES:

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

A. Advancing Charges (045)

1. TSPs shall advance, for subsequent collection from the Government, the lawful charges incurred for pier, wharf, or stevedore service; for custom house and in bond service; and for special bonds or tolls required by state or other governmental authority for transportation of a shipment, which because of its size, shape, weight, or hazard requires such bonds or tolls for movement over the streets or highways.

2. TSP will identify charges listed above which require reimbursement on the BL or EDI transaction submitted via TPPS. The TSP will retain valid receipts and any other documentary evidence to support these claims for three (3) years.

The charge for advancing monies shall be 045(1) $_____per advance.

B. Transportation Protective Service Compatibilities:

TSPs providing protective services compatible with each other shall be paid for both services. TSPs providing protective services incompatible with each other shall be paid only for the most expensive service.

Protective Service	Incompatible With	Compatible With
CIS	675, DDP, PSS	SNS, SEV, DCS
DDP	675, CIS, PSS	SNS, SEV, DCS
PSS	675, CIS, DDP	SNS, SEV, DCS
SEV	NONE	ALL
SNS	NONE	ALL
DCS	NONE	ALL

C. Assistance by Government Personnel to Transport Service Providers

1. For the purpose of promoting safety, expediting transportation, and delivering shipments of explosives and other dangerous articles, the military services may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of such Government-owned shipments being transported or stored by TSP.

2. Upon a TSP's request for assistance by government, government employees may be provided in unusual or emergency circumstances for the benefit of the TSP. However, the TSP may be held financially responsible for all actual costs and expenses incurred by DoD (including salaries and wages paid by DoD) that inure to the benefit of the TSP. DoD personnel act and perform in these instances as government employees in an advisory capacity to directly benefit the TSP. DoD personnel assigned to assist TSP will retain their status as employees of the United States Government and, as such, are entitled to all of the benefits afforded U.S. government employees as provided by law. In no event shall DoD recognize or submit to any action for property damage in connection with such assistance furnished by DoD employees, when actual labor supervision or other services are performed at the TSP's request. It is not the intention of this provision that DoD employees compete with private industry where services can be readily provided by the private sector.

3. When a TSP requests DoD personnel provide assistance, the TO will prepare a self-addressed letter in the form of a request for DoD service that must be signed by an authorized representative of the TSP. The letter will state that the TSP acknowledges responsibility for performance of the services requested from DoD, and that performance of the services by DoD personnel does not relieve the TSP of liability. When assistance is provided under emergency conditions, where a delay might contribute to further hardships or possible disaster, the letter shall be prepared and signed after the service is performed.

4. Collection of payments for services rendered under this item shall be in accordance with user charges of the DoD Financial Management Regulations.

5. A TSP will not be billed or held responsible for any service performed by DoD personnel not specifically requested by the TSP.

6. Motor TSP will find a suitable Secure Holding Installation/Activity from the Transportation Facility Guide (TFG). However, during an emergency, the TSP can coordinate with SDDC DTTS for assistance accessing a Secure Holding Installion/Actitivy.

D. Non-Applicable Charges/ Transportation Service Provider Liability

1. The TSP shall not charge any detention, demurrage or storage charges against any DoD sponsored shipment when the delay is caused by acts or omissions beyond DoD, its contractors, or its agents control.

2. Freight shall be delivered in the same condition as received at origin. Any damage or loss shall be the responsibility of the TSP unless due to *force majeure*.

3. Shortages in outturn, undue delays, mis-deliveries, damage or loss of cargo arising or resulting from factors stated above, will not be held against the TSP.

4. Rail TSPs shall be subject to full liability as provided in Title 49, Subtitle IV, part A, Section 11707 of the USC, Annotated (USCA), except where the shipment is released at an agreed upon value based upon a released rate as noted on the BL.

E. Transportation Service Provider Cargo Liability (LIE)

The cargo liability guidance set forth below shall apply to motor TSP. For all other modes, see Released Value paragraph in Part IV, Completing a SDDC 364-R Tender in this section.

1. Freight All Kinds (FAK)—Except Crated Household Goods (HHG) or personal effects:

a. For all FAK shipments as defined in Items 39, 41, 43, and 45 (see Appendix D for further definition of FAK) weighing less than 15,000 pounds, TSP liability for lost and/or damaged cargo shall be limited to $50,000 or the actual amount of the loss and/or damage to the article(s), whichever is less. TSP will provide increased liability coverage for LIE (l) $_____for each $100 increase in loss and/or damaged cargo liability over the maximum liability.

b. For all FAK shipments weighing 15,000 pounds or more, TSP liability for lost and/or damaged cargo shall be limited to $150,000 or the actual amount of the loss and/or damage to the cargo, whichever is less. TSP will provide increased liability coverage for

LIE (2) $_____for each $100 increase in loss and/or damaged cargo liability over the maximum liability.

c. For all FAK shipments containing crated HHG or personal effects as described in Appendix D, TSP liability for lost and/or damaged cargo is $5,000 per shipment, or $4.00 times the net weight of the household goods shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed $50,000, whichever is greater. Under the new FRV program, the TSP shall be liable for the full replacement value of HHG and personal effects transported as FAK.

2. FAK shipments governed by this publication are subject only to the released liabilities stated above.

3. Seventy-two (72) hours notice shall be given to the TSP prior to expected pick-up date for shipments that require additional cargo liability insurance.

F. Mode Substitution

1. Multi-modal service is transportation of a shipment by a mode (motor, rail, air, water) other than that used to pick up the shipment. This service is to be provided at the option of the TSP, with prior TO concurrence, when multi-modal service is necessary due to circumstances set forth in paragraph 2 below. However, in no event shall any TSP be permitted under this provision to utilize multi-modal service that will:

a. Result in additional charges to the government;

b. Be used to procure any person or company that does not have lawful operating authority for the mode selected, or.

c. Operate to reduce or eliminate the level of liability of the TSP under the original terms and conditions of the BL.

2. TSP shall be permitted to substitute trucks for other modes of shipment when situations such as severe weather, mechanical failure, or other causes exist that are beyond the shipper's or TSP's control. The TSP shall remain primarily liable for any loss or damage to the shipment. In no event may motor TSP, freight forwarders, rail TSP, or water TSP utilize multi-modal service in order to avoid application of the Carmack Amendment or the terms and conditions set forth on the BL, or to otherwise circumvent the legal requirement that all TSP have proper operating authority for the shipment or the leg of the shipment at issue.

3. Multi-modal service may not be used for DoD shipments when:

a. The shipment contains transportation protective services (TPS);

b. The "VIA" space on the BL has been annotated: "Multi-modal service not to be used."

G. Stop-Off In Transit (SOC)

1. Stop-off in transit service (SOC) can consist of up to three stops between origin and destination. Stop-off service will apply only on shipments subject to truckload rates.

2. Charges

a. Line-haul:

(1) When rate qualifiers are based on weight or volume (e.g. PG, PH, ST), the line-haul charges in Section D or Tables B or C in Section E of the DoD tender, shall be based on the actual or minimum weight or volume (whichever is greater) applying from point of origin to final destination, subject to the excess mileage charge described in paragraph 2a(4) below for out-of-route mileage.

(2) When rate qualifiers are based on distance (e.g. PM), and the mileage through the stop-off point(s) exceeds the direct mileage from origin to destination, the line-haul charges shall be based on applicable mileage from point of origin via the stop-off point(s) to final destination.

(3) When rate qualifiers are based on both (i) weight, volume or other measurement unit, and (ii) distance (e.g. PJ, PY, PQ, PZ), the line-haul charges shall be based on the actual or minimum weight, volume or other measurement unit (whichever is greater), and the applicable mileage from point of origin via the stop-off point(s) to final destination.

(4) When line-haul charges are determined under any of the following:

(a) Paragraph 2.a.1 above.

(b) Rate Qualifiers DL, PL or PV in Section D of the DoD tender.

(c) Rate Qualifier DL in Table B of Section E of the DoD tender and the applicable mileage from point of origin via the stop-off point(s) exceeds the direct applicable mileage from origin to destination, all excess mileage shall be subject to an added charge of SOC(1) $_____per mile.

b. Charges. The charge for stop-off service shall be SOC(2)$_____for each stop, excluding the initial pickup and final delivery.

c. For multiple deliveries on the same installation/facility, Split Delivery (SDL) charges apply. See Item 71.

H. Reconsignment or Diversion (RCC)

1. Reconsignment or Diversion service shall be provided by the TSP subject to the following:

a. Reconsignment and Diversion are considered similar terms, and the use of either term will mean change in the place of delivery exceeding 25 miles of the original consignee/destination.

b. Only entire shipments may be reconsigned.

(1) TSP will charge RCC(1) $_____per shipment when changed from original consignee/ destination. TSP will also be entitled to the applicable published accessorial and line-haul rates from origin to new destination via the interception point. Assessment of line haul minimum charges shall be based on actual total miles travelled from origin via intercept point to new destination.

(2) Rates shall be negotiated when TSP do not have an applicable tender on file to or from the interception point.

(3) Shipments not exceeding 25 miles are entitled to Relocation (RLS) Item 67.

2. Payment of all charges for Reconsignment/Diversion shall be the responsibility of the requestor.

3. When a shipper or consignee refuses, rejects, or requests a shipment be returned to origin, return movement shall be subject to rate of original inbound movement or to the rate applicable for return movements, whichever is less. TSP will obtain a BL from the party requesting return. Charge for returned freight shall be applicable to return/refusal/rejected shipment rate of RCC(2)$_____. Returning a shipment to the point of origin will not be interpreted as a continuous movement.

4. For tank truck, the TSP shall receive a minimum return charge subject to a minimum of half the amount (in gallons) that was transported.

5. Time waiting for return paperwork after expiration of free time is considered unloading time and subject to detention charges.

I. Storage (SRG)

1. DoD freight that is held in possession of the TSP by reason of an act or omission of the consignor, consignee or owner, or for customs clearance or inspection or for any

reason not the fault of the TSP, shall be considered stored, subject to the following conditions and charges (detention charges shall be subject to Item 21).

a. Storage charges on freight in TSP's possession awaiting offload shall begin at the end of the consignee's official offloading hours and will remain in storage status until offloaded.

b. Non applicable charges, as referenced in this part, Paragraph F.2.

c. In instances of "hostage freight," TSP, and their subcontractors, shall be prohibited from exercising state warehousemen's liens, or any other liens arising under state law, or from selling U.S. government property to satisfy accrued storage or other transportation charges. TSP shall at all times be responsible for the acts of their subcontractors, and will ensure that subcontractors are fully paid according to the terms of any subcontract for storage or transportation charges in order to eliminate "hostage freight situations, and the unlawful exercise of a state lien on federal property by subcontractors. Hostage freight situations may also be reviewed by a TSP review board to administratively determine whether a TSP is financially responsible, where a TSP fails to pay justly owed sums to one of its subcontractors. SDDC shall also have the option to conduct TSP review boards to determine whether a TSP should be held liable for damages caused to the government in a "hostage freight" situation, and file any claims as required.

2. Shipments in storage shall be subject to the following charges:

a. Shipments weighing less than 10,000 pounds shall be subject to Storage charges of SRG(1) $_____per day, or fraction thereof, per shipment.

b. Shipments weighing 10,000 pounds or more shall be subject to Storage charges of SRG(2) $_____per day, or fraction thereof, per shipment.

c. Shipments stored in the carrier's possession after free time has expired shall be subject to a charge of SRG(3) $ per day, or fraction thereof, per tank vehicle or pipeline shipment.

d. Subject to a minimum charge of SRG(4)$_____per shipment.

J. Government Cargo Recovery Effort Program for Astray Freight

1. The GOCARE program provides a method to recover lost and astray freight shipments. The program is mutually beneficial to both TSPs and the DoD. TSPs shall adhere to the following procedures when DoD astray freight is located and the TSP is unable to obtain delivery instructions.

a. Freight with DoD identifying marks may be left with the TSP until forwarding instructions are received from the DoD GOCARE representative.

b. Freight without DoD identifying marks or bearing conflicting marks that imply the freight may belong to DoD shall be opened by the TSP to ensure contents are DoD owned. The freight may be opened and inspected by a DoD GOCARE representative in the presence of an authorized TSP representative to determine the existence of any packing lists or other evidence of property identification.

c. Freight without DoD identifying marks will remain in the TSPs possession until the DoD GOCARE representative determines the freight belongs to DoD and provides the TSP forwarding instructions.

d. The TSP will contact the DoD GOCARE representative for the assigned geographical area within 48 hours (excluding weekends/holidays) to report astray freight findings. If the DoD GOCARE representative is unknown, contact the SDDC GOCARE representative at the telephone number referenced in Section A, Part VIII, Emergency Notification Information, Table 1, of this publication or email: usarmy.scott.sddc.mbx.go-carriers@mail.mil.

e. Information on GOCARE installation locations is available on SDDC's GOCARE public website at: https://www.sddc.army.mil/G3/Pages/GOCARE.aspx. The TSP can refer to the GOCARE tab contained in the installation's Transportation Facilities Guide record to obtain the name and telephone number of the DoD GOCARE representative.

f. TSPs are required to provide terminal information to SDDC for all locations. Terminal information should include; address, POC, telephone number and email address.

g. Visits to a TSP facility by a DoD GOCARE representative will be coordinated and scheduled for a mutually convenient time. Only OS&D freight will be inspected in association with GOCARE visits.

h. TSPs may not utilize salvage yards to store astray freight that is DoD owned.

K. Weight Limitations

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

L. Weight Verification (D)

1. When scales for weight verification are available and furnished by requesting shipper or consignee, no charges for Weight Verification shall apply.

2. Upon request of shipper or consignee, when a TSP verifies weight of a shipment at scales not located at origin or destination, a flat fee charge of WTV(1) $____ per vehicle will apply.

3. If not requested by shipper or consignee, the TSP shall have the option, at their convenience and expense, to reweigh the shipment any time prior to delivery. If the reweigh weight causes an increase or decrease to the total shipment cost of the original BL:

i. The TSP shall be responsible for requesting a BL correction notice from the issuing officer, who will issue the corrected BL.

ii. The TSP will submit the reweigh ticket to the issuing officer within 3 government business days of delivery notification. Submitting a copy of the reweigh ticket through the TPPS is acceptable. Back up for invoices transmitted via EDI will take longer than 3-government business day to transmit.

iii. Minimum required data on a reweigh ticket shall include the TSP's name, TSP's shipment identification number (sometimes referred to as a "Pro number"), BL number, date of reweigh, and the verified weight.

iv. Reweigh charges shall be void if a reweigh ticket is not provided or made available electronically to the issuing officer within 3 government business days of delivery.

4. Upon overweight verification at DOT scales if shipment must be returned to origin for weight correction, TSP may submit charges for return mileage via an eBill through the currently authorized Third Party Payment System (TPPS).

5. If a TSP is fined for being overweight at the first weigh station outside of the pickup location, the TSP may issue an eBill for an amount equal to the fine. It shall be the responsibility of the TSP to issue supporting documentation to the origin TO through the currently authorized TPPS prior to payment of the fine. It shall be the responsibility of the driver to ensure obvious discrepancies in weight are resolved prior to departure at

origin. An eBill may be submitted for the fine only if the fine is due to an incorrect shipment weight on the original BL.

6. If a TSP does not verify weight of the shipment, DoD will not be responsible for any fines or penalties associated with excess gross vehicle weights.

7. Rail TSP will verify weight of any shipment upon request by shipper while shipment is still in the custody of TSP and scales are available. TSP may apply charge of WTV (1) $_____per shipment, or per railcar.

8. If railroad verifies weight, a TSP may only charge the difference between billed weight and actual weight if the actual weight exceeds the billed weight by greater than two percent.

M. Fuel Surcharge

1. Section 884 of the 2009 National Defense Authorization Act requires any government paid fuel rate adjustment, also known as a fuel related surcharge (FS), arising from a DoD transportation contract and funded by government funds be paid, to the maximum extent practicable, to the cost bearer of the fuel. The cost bearer is the person who actually incurred the cost of providing the fuel used for the motor transportation.

2. The use of the terms motor carrier, freight forwarder, and broker in this Item have the same definition as those provided in 49 U.S.C. 13102.

3. Each TSP must provide all drivers, owner operators, motor TSPs, freight forwarders, or brokers notice that the cost bearer who transports cargo is entitled to any FS charge paid with government funds. The TSP must identify any shipment that is entitled to a federally funded FS payment.

4. The TSP has the responsibility to ensure the FS payment goes to the cost bearer. The TSP shall insert a flow-down clause requiring the pass-through of the FS payment to the cost bearer in all its transportation subcontracts and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. Include the flow-down clause in all contract tiers. The clause will require paying the FS to the cost bearer within thirty business days of the receipt of the FS payment. If there is more than one cost bearer, then the TSP pays each cost bearer his or her share of the FS payment based on the motor transportation miles provided by each cost bearer.

5. The TSP must include and require a flow-down clause in all its contracts, subcontracts, and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. The contracts, subcontracts and agreements must state the TSP has the sole responsibility and duty to ensure the FS payment goes to the cost bearer. All subcontractors and cost bearers must agree and acknowledge they have no privity of contract with the DoD or USG prior to

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

6. TSP's who fail to comply with the requirements of this provision may be subject to an administrative determination to place the TSP in non-use or suspension status.

N. Shipments in Continuous Movement

For shipments in continuous movement that travel by multiple modes, security and other applicable accessorial services required shall be IAW modal requirements established in DTR 4500.9R, Chapter 205.

O. Shipment Status

Status of any shipment tendered within 2 hours shall be provided upon request by SDDC, shipper or consignee.

P. Transportation Service Provider Movement of DoD Vehicles/Freight

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

Q. National Defense Authorization Act (NDAA) (Public Law 115–232)

I. This Section incorporates the requirements of the FY19 into the MFTURP. NDAA Section 889(a)(1)(A) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. Nothing in the prohibition shall be construed to prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles. FY19 NDAA Section 889(a)(1)(B) (Pub. L. 115-232) prohibits executive agencies on or after August 13, 2020 from entering into, or extending or renewing, a contract with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component

of any system, or as critical technology as part of any system, regardless of whether that usage is in performance of work under a Federal contract. Nothing in the prohibition shall be construed to prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles. This NDAA provision also applies to non-Federal Acquisitions Regulation transportation services.

II. Definitions:

A. Covered telecommunications equipment or services means:

1. Telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

2. For the purpose of public safety, security of Government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

3. Telecommunications or video surveillance services provided by such entities or using such equipment; or

4. Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of the People's Republic of China.

B. Critical technology means:

1. Defense articles or defense services included on the United States Munitions List set forth in the International Traffic in Arms Regulations under subchapter M of chapter I of title 22, Code of Federal Regulations.

2. Items included on the Commerce Control List set forth in Supplement No. 1 to part 774 of the Export Administration Regulations under subchapter C of chapter VII of title 15, Code of Federal Regulations, and controlled.

a. Pursuant to multilateral regimes, including for reasons relating to national security, chemical and biological weapons proliferation, nuclear nonproliferation, or missile technology; or

b. For reasons relating to regional stability or surreptitious listening.

3. Specially designed and prepared nuclear equipment, parts and components, materials, software, and technology covered by part 810 of title 10, Code of Federal Regulations (relating to assistance to foreign atomic energy activities).

4. Nuclear facilities, equipment, and material covered by part 110 of title 10, Code of Federal Regulations (relating to export and import of nuclear equipment and material).

5. 121 of title 9 of such Code, or part 73 of title 42 of such Code; or

6. Select agents and toxins covered by part 331 of title 7, Code of Federal Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such Code; or

7. Emerging and foundational technologies controlled pursuant to section 1758 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).

C. Substantial or essential component means any component necessary for the proper function or performance of a piece of equipment, system, or service.

D. Backhaul means: intermediate links between the core network, or backbone network, and the small subnetworks at the edge of the network (e.g., connecting cell phones/towers to the core telephone network). Backhaul can be wireless (e.g., microwave) or wired (e.g., fiber optic, coaxial cable, Ethernet).

E. Interconnection arrangements means: arrangements governing the physical connection of two or more networks to allow the use of another's network to hand off traffic where it is ultimately delivered (e.g., connection of a customer of telephone provider A to a customer of telephone company B) or sharing data and other information resources.

F. Roaming means: cellular communications services (e.g., voice, video, data) received from a visited network when unable to connect to the facilities of the home network either because signal coverage is too weak or because traffic is too high.

G. Substantial or essential component means: any component necessary for the proper function or performance of a piece of equipment, system, or service

H. A reasonable inquiry is an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity. A reasonable inquiry need not include an internal or third-party audit.

III. Prohibitions.

A. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2019, from procuring or obtaining, or extending or renewing a contract to procure or obtain, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. The Contractor is prohibited from providing to the Government any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless an exception (below in subparagraph (c)) applies or the covered telecommunication equipment or services are covered by a waiver issued by the Secretary of Defense.

B. Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency on or after August 13, 2020, from entering into a contract, or extending or renewing a contract, with an entity that uses any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system, unless the covered telecommunications equipment or services are covered by a waiver described in paragraph 6(c) of this subparagraph. This prohibition applies to the use of covered telecommunications equipment or services, regardless of whether that use is in performance of work under a Federal contract. Nothing in the prohibition shall be construed to (1) prohibit the head of an executive agency from procuring with an entity to provide a service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or (2) cover telecommunications equipment that cannot route or redirect user data traffic or cannot permit visibility into any user data or packets that such equipment transmits or otherwise handles.

IV. Reporting Requirements.

A. In the event the Contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the Contractor is notified of such by a subcontractor at any tier or by any other source, the Contractor shall report the information in paragraph (4)(b) (see below) to the Transportation Officer, Ordering Officer, or Contracting Officer who procured the transportation services, to the SDDC G3 Freight Carrier Management Program office (usarmy.scott.sddc.mbx.carrier-registrations@mail.mil), and to the Defense Industrial Base Cybersecurity Information website (https://dibnet.dod.mil).

B. The Contractor shall report the following information pursuant to paragraph IV(a) above:

1. Within one (1) business day from the date of such identification or notification: the contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number (original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

2. Within ten (10) business days of submitting the information in paragraph IV(B)(1): any further available information about mitigation actions undertaken or recommended. In addition, the Contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

V. Subcontracts.

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

VI. TSP Representations.

A. TSPs must provide representations to the Government regarding whether the entity will provide covered telecommunications equipment or services to the government, and (after conducting a reasonable inquiry) whether the TSP uses covered telecommunications equipment or services. TSPs must alert the Government if covered telecommunications equipment or services are discovered during contract performance. Specifically, TSPs must certify that:

1. It [ ] will, [ ] will not provide covered telecommunications equipment or services to the Government in the performance of any contract, subcontract or other contractual instrument Resulting from this tender of service. The TSP shall provide the additional disclosure information required at paragraph 6(a) if the TSP responds “will” in this paragraph; and

2. After conducting a reasonable inquiry, for purposes of this certification, it [ ] does, [ ] does not use covered telecommunications equipment or services, or use any equipment, system, or service that uses covered telecommunications equipment or services. The TSP shall provide the additional disclosure information required at paragraph 6(b) if the TSP responds "does" in this paragraph.

B. This declaration must be made in the Freight Carrier Registration Program (FCRP). New carriers, upon registering, will indicate whether they are in compliance with the NDAA. Carriers who are already registered in FCRP would enter the application and make the same declaration. Carriers who fail to provide this information will be automatically placed in a disapproved status until the accurate representation is made; such carriers will be automatically reapproved when the certification requirement was been met.

VII. Exceptions.

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

VIII. Waivers.

If an TSP represents they "will" or "does" under paragraph 6(b) above, the Agency may initiate a waiver request.

A. The Secretary of Defense has authority to grant a one-time waiver from FY19 NDAA Section 889(a)(1)(B) on a case-by-case basis that will expire no later than August 13, 2022.

B. Waivers can be pursued if TSP uses covered equipment or services and no exception applies.

C. Waivers may take weeks to obtain; where mission needs do not permit time to obtain a waiver, DoD agencies may reasonably choose not to initiate one and to move forward and make award to a TSP that does not require a waiver.

D. If a waiver is granted, with respect to particular use of covered telecommunications equipment or services, the contractor will still be required to report any additional use of covered telecommunications equipment or services discovered or identified during the shipment performance period.

IX. Processing Exceptions and Waivers.

A. Exceptions may be recognized by SDDC or USTRANSCOM. Waiver requests will be forwarded to the Secretary of Defense for consideration as required.

B. Before an exception or waiver can be pursued, the TSP must make certain disclosures:

1. If the TSP has responded "will" in the certification in paragraph VI(A)(1) above, TSP shall provide the following information:

a. For covered equipment:

i. The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the original equipment manufacturer (OEM) or a distributor, if known);

ii. A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and

iii. Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).

b. For covered services:

i. If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or

ii. If not associated with maintenance, the Product Service Code (PSC) of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).

2. If the TSP has responded "does" in the certification in paragraph VI (A)(2) above, the TSP shall provide the following information:

a. For covered equipment:

i. The entity that produced the covered telecommunications equipment (include entity name, unique entity identifier, CAGE code, and whether the entity was the OEM or a distributor, if known) [note, the CAGE Code is a five-character ID number used extensively within the federal government, assigned by the Department of Defense's Defense Logistics Agency (DLA). The CAGE Code provides a standardized method of

identifying a various entities. There is no cost to obtain a CAGE Code. CAGE Codes can be found online, at https://cage.dla.mil/Home/];

ii. A description of all covered telecommunications equipment offered (include brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); and

iii. Explanation of the proposed use of covered telecommunications equipment and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).

b. For covered services:

i. If the service is related to item maintenance: A description of all covered telecommunications services offered (include on the item being maintained: Brand; model number, such as OEM number, manufacturer part number, or wholesaler number; and item description, as applicable); or

ii. If not associated with maintenance, the PSC of the service being provided; and explanation of the proposed use of covered telecommunications services and any factors relevant to determining if such use would be permissible under the prohibition in paragraph III (above).

C. The provision of a waiver does not alter or amend any other requirements of U.S. law, including protections for sensitive sources and methods. In particular, any waiver issued pursuant to these regulations is not authorization by the U.S. Government to export, re-export, or transfer (in-country) items subject to the Export Administration or International Traffic in Arms Regulations (15 CFR 730-774 and 22 CFR 120-130, respectively).

VII. CLAIMS AND DISPUTES

A. Claims

1. A TSP will address and respond to claims for loss and damage IAW regulations in 49 CFR, Part l005.2, Filing of Claims; and, if applicable, 41 CFR, Parts 102-117 and 102-118.

2. A TSP will process claims for overcharges/undercharges, shortages, damages, and any other transportation discrepancies through the issuing TO. Use of Transportation Discrepancy Reports (TDRs) via the Discrepancy Identification System (DIS) application in GFM must be processed IAW DTR Part II, Chapter 210, and Appendix I, and the DIS User Manual (available on the GFM home page). TSPs must monitor DIS regularly and reply to all TDRs that have been addressed to them within 30 calendar days.

B. Dispute Resolution

1. If issuing TO denies claims of overcharges/undercharges, the TSP may appeal this decision to the issuing installation Commander.

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

HQ, SDDC
ATTN: G3, Domestic Operations
1 Soldier Way, Building 1900W
Scott AFB, IL 62225
usarmy.scott.sddc.mbx.cost-questions@mail.mil

a. Information provided by SDDC will not constitute a binding judgment. For air TSPs, submit appeals to email address: transcom.scott.tcj5j4.mbx.lc@mail.mil.

b. SDDC can assist in providing the government's position on the dispute and offer a written decision to TO and TSP.

c. When DoD and TSP records conflict, DoD records take precedence.

d. TSP has 45 days from date of delivery to initiate possible claim or dispute.

3. TSP can appeal SDDC's/USTRANSCOM's position to General Services:

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

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

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

DESC can respond in writing to this appeal and forward its decision with supporting documents within 60 days.

VIII. EMERGENCY NOTIFICATION INFORMATION

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

Table 1 – Contact Information:

Issue	Point of Contact	Telephone
GOCARE (astray) freight, hours of operation, 0800-1630, M-F	SDDC GOCARE	(618)220-5914
Surface Freight All Kinds (FAK) accidents, incidents, delays in transit—any damage, signs of pilferage, or theft must be reported immediately.	SDDC Command Operations Center (COC)	(618)220-4262
Air Freight All Kinds (FAK) accidents, incidents, delays in transit--any damage, signs of pilferage, or theft must be reported immediately.	USTRANSCOM,TCJ4-LC	(618)220-5773, DSN 770-5773
Accidents, incidents, or other emergencies involving placarded DoD hazardous cargo other than munitions, explosives, or radioactive materials	DoD Hazardous Material (HAZMAT) Hotline	1-800-851-8061

Radioactive Materials	Army Operations Center (AOC)	(703) 697-0218/0219
Radioactive Materials	Navy/USMC	Use 24-hour emergency response number provided by activity.
Radioactive Materials	Air Force	(202) 767-4011
Radioactive Materials	DLA	1-800-851-8061/804-279-3131
Radioactive Materials (Rail)	Naval Reactors Laboratory Field Office	(412) 476-5000
Hazardous Material Spills	National Response Center	1-800-424-8802 and (202) 267-2675
National Agency Check Verification	Defense Security Service	1-800-375-5283
For general questions, policy interpretation, hours of operation are 0700-1730	SDDC Customer Service	1-800-526-1465
Arms, Ammunition and Explosives accidents, emergencies and incidents, call Army Operations Center (AOC) in addition to notifying SDDC DTTS.	AOC	1-703-695-4695/4696
For any incident or accident involving Satellite Motor Surveillance shipments, notify DTTS.	SDDC DTTS	1-800-826-0794/(618)220-5060/DSN770-5060

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

Table 2 – Bulk Fuel Contact Information

DLA Energy	Telephone
DESC-AME (Houston, TX)	(713) 718-3883
DESC-AMW (San Pedro, CA)	(310) 241-2800
If unable to reach the regional office, contact HQ DESC Command Control Center	1-800-286-7633

MOTOR TRANSPORTATION SERVICE PROVIDER RULES
SECTION B

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MOTOR TRANSPORTATION SERVICE PROVIDER RULES
SECTION B

I. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER INFORMATION

1. This part describes general requirements for a motor TSP transporting DoD freight. In order to transport Department of Defense (DoD) freight, carriers must comply with the requirements of the Freight Carrier Registration Program (FCRP) as well as the requirements and safety and security standards contained in the Defense Transportation Regulation (DTR), Part II, Cargo Movement; the Department of Transportation Title 49, Code of Federal Regulations (DOT 49 CFR); and this Publication; as well as the U.S. Department of Transportation Federal Motor Carrier Safety Administration (FMCSA); including the Safety and Fitness Electronic Records (SAFER) System; the National Motor Freight Traffic Association, Inc. (NMFTA); and U.S. Bank Syncada (aka Power Track).

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

ITEM 1	TRANSPORTATION SERVICE PROVIDER SECURITY CLEARANCE REQUIREMENTS

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

ITEM 3	TRAILER SECURITY REQUIREMENT

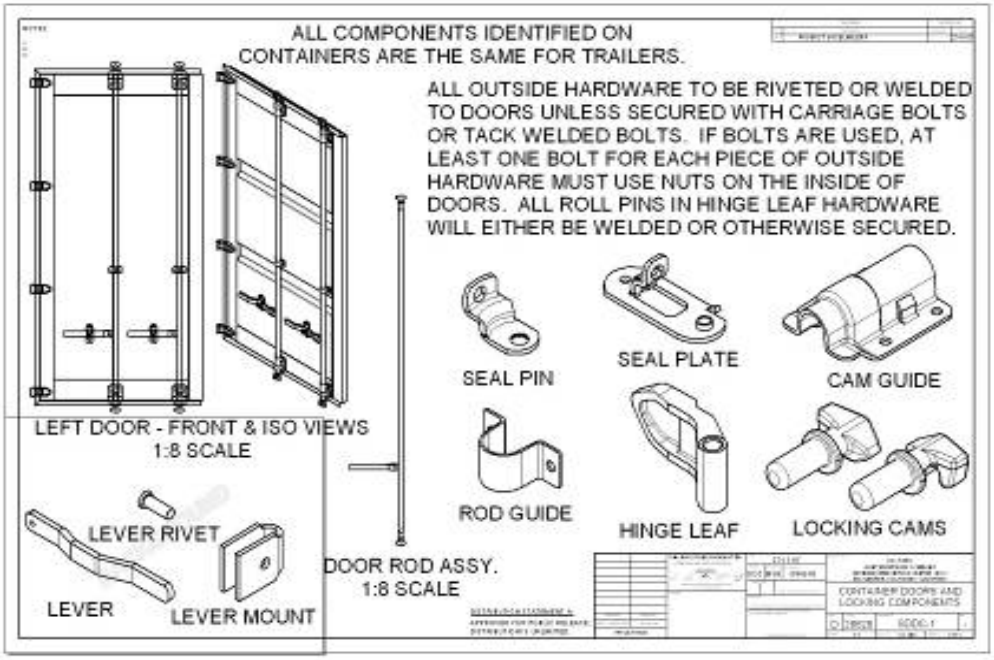
1. In accordance with DoD 5100.76M, TSP-provided trailer door hinges and hasps used to haul AA&E shall be installed to preclude removal when doors are closed and locked. Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting. Customs-Trade Partnership Against Terrorism (C-TPAT) rear doors are acceptable without track welding or riveting the hinges.

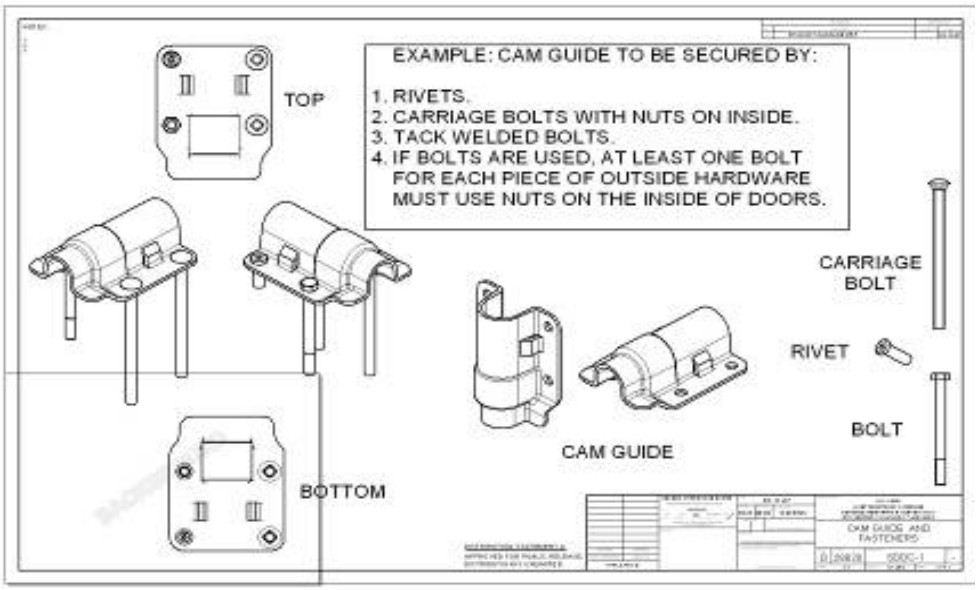
2. Door Hinges: For each door hinge, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut. The use of cotter pin-type fasteners for hinge pins is not acceptable as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. This requirement applies to each hinge pin.

3. Door Locking Hardware: On each door lever handle, seal plate, pin, and the bottom cam guide to the lock shaft, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut.

4. Soft-side trailers are an equal substitution for flatbed (AF) equipment. Soft-side trailers are not an equal substitution for closed-van (AV) equipment and shall not be substituted for AV equipment without prior approval from the shipper. The transportation protective services (TPS) shall be adjusted to meet the TPS requirements of the soft-side trailer.

5. The following diagrams are provided for hinge/hasp arrangement and general reference:





ITEM 5	DoD STANDARD TRANSIT TIME GUIDE – SINGLE AND DUAL-DRIVER SHIPMENTS AND CATEGORIZED AA&E SHIPMENTS

DoD standard transit times are based on either 500 or 700 miles per day, depending on the type of shipment, as set forth in figure 5.1. Computation of transit times is as follows:

1. Transit times start the day after pick-up and ends on the day the shipment has been offered for delivery or delivered. The term "Delivery" does not include arrival at the destination secure holding locations prior to the shipment being offered to the consignee or delivery point.

2. Weekends and Federal holidays will not be counted as part of the transit time. A delivery date that falls on a non-business day (weekend/Federal holiday) will automatically be the next business day.

3. Exceptions to standard transit times:

a. Remote sites, such as NAS Key West, FL., and any location/site accessible only by a ferry. Transit times shall be determined as listed on the BL RDD.

b. Operational necessity, as defined in the DTR, Chapter 202.

c. RDD on the BL is less than the standard transit time (Expedited Service, Item 35, in this section, will apply).

d. Oversize, overweight, or HAZMAT shipments that have movement constraints (i.e., daylight movement only).

e. Shipments under FAR-based contracts.

f. Truck Load (TL) service ordered (excluding SRC I and II) with one or more stop-offs on a BL. Each authorized stop-off on the BL will serve as a destination and subsequent origin when calculating transit times.

Figure 5.1—DoD Standard Transit Time Guide – Single & Dual-Driver Shipments

Total Transit Days -- Excluding SRC I and II Shipments				
Distance/ Miles	**Single Driver**		**Dual Driver**	
	TL	**LTL**	**TL**	**LTL/DROM**
< = 500	1	3	1	5
501 – 1000	2	4	2	5
1001 – 1500	3	5	3	6
1501 – 2000	4	6	4	7
2001 – 2500	5	7	5	8
> 2500	6	7	5	9

Figure 5.2—DoD Standard Transit Time Guide – Dual Drivers

Total Transit Days for SRC I and II Shipments	
DISTANCE MILES	**TL & LTL**
<= 700	**1**
701-1400	**2**
1401-2100	**3**
2101-2800	**4**
> 2800	**5**

ITEM 7	**DRIVER IDENTIFICATION/QUALIFICATION REQUIREMENTS**

1. All drivers transporting DoD shipments on behalf of a TSP will have in their physical possession positive identification that verifies their affiliation with the TSP named on the BL.

2. Drivers who transport any DoD freight will have in their physical possession a valid commercial driver's license, employee record card or a similar document that contains the driver's photograph and complies with DOT regulations. All documents shall be in English and tamper proof. TSPs are responsible for ensuring that any driver who transports DoD freight on their behalf is legally qualified, and possesses all necessary documentation. Drivers should follow Federal and State medical requirements.

3. Rules contained in the National Industrial Security Program Operating Manual DoD

5220.22-C, Section III will apply to TSP cleared to handle SECRET shipments. For more information, see Washington Headquarters Services Executive Services Directorate at: http://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf.

4. TSP will ensure that only qualified and licensed drivers transporting FAK, AA&E, and HAZMAT operate a commercial motor vehicle. Any driver engaged in transporting DoD freight shall comply with all legal requirements, including federal statutes and regulations and DOT/State and Federal regulations. TSP will ensure drivers transporting AA&E comply with Title 18, USC, Part I, Chapter 44, Section 922.

5. TSP will not allow any driver in its employ to move DoD vehicles (e.g., HMMVs, trucks, etc.) unless individual has been properly trained and certified by DoD to drive the vehicle.

ITEM 9	DRIVER INSTRUCTIONS

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

ITEM 11	INSPECTION OF VEHICLES

TSPs will permit shipper/consignee to inspect vehicle prior to loading/unloading of DoD freight and annotate deficiencies on DD Form 626-Motor Vehicle Inspection. TSP must correct any deficiencies found at the time of inspection and take all steps considered necessary to safely transport the shipment. Vehicles determined to have deficiencies that are not corrected at the time of inspection will not be loaded. By signing the DD Form 626, the driver is certifying vehicle maintenance is not required nor scheduled prior to shipment delivery.

For shipments of AA&E, consignor will inspect the motor conveyance according to DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) in accordance with 49 CFR.

ITEM 13	SEALING OF VEHICLES

1. Item 31, Exclusive Use of Trailer or Dromedary (EXC) shall apply to all shipments that prohibit loading of additional cargo.

2. Either conveyances sealed by shipper or TSP will not be interpreted as requiring Exclusive Use. When exclusive use or TPS is not ordered, seals applied by the shipper may be removed by the TSP and/or subsequent shippers, however in each instance new seal numbers must be annotated on the BL.

3. TSPs may remove seals in an emergency or at stop-off points only if authorized by the TO. Replacement of the seal must be a DoD-approved seal and resealed by the individual removing the seal. If stop-off(s) is/are requested by shipper, the TSP will obtain additional seals from TO to replace seals broken at known stop-off locations. When the seal is replaced, the TSP is required to use a DoD-approved seal and must annotate the new seal number on the BL. When required by authorized Customs and Border Patrol or the Department of Transportation or if there is an immediate cause for safety or security of the shipment, the seal may be broken under the direction of a TSP or Government official that has the equivalent security clearance as required on the BL. (See DTR Chapter 205, H.2 for more information).

4. TSPs will ensure vehicles utilized as AA&E conveyances are sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper. That bolt seal shall meet the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. In addition, the 5/16-inch (NSN: 5340-01-542-7347) and the 3/8-inch (NSN: 5340-01-542-7359) World Bolt Container Seals, manufactured by Tyden Brammall have been tested and approved for use on conveyances used for shipping AA&E, or other manufacturer who is approved.

5. TSPs authorized to provide TPS must equip each vehicle used to transport AA&E with at least one extra approved serialized bolt seal. In the event of an emergency or inspection, the TSP must comply with the request of the on-scene commander or law enforcement agent to break the seal on the conveyance. In such instances, the TSP must provide an unusual delay message ("U" message) to DTTS with the name, agency, and badge number, if applicable, of the enforcement agent completing the seal breakage and inspection. Upon completion the load shall be resealed with a serialized bolt seal, and DTTS shall be notified of the new seal numbers, and the information shall be annotated on the BOL.

ITEM 15	TRANSPORTING ANIMALS/PETS AND PASSENGERS

1. Pets. TSPs transporting DoD freight will inform vehicle inspectors or military police of the presence of animals/pets in vehicle cab when entering a DoD installation. Animals/pets shall be leashed, secured or caged prior to arrival at the installation as well as at vehicle inspection and animal/pets must meet all installation requirements, including up-to-date vaccinations.

2. Passengers. Passengers not in compliance with TSP Security Clearance Requirements, Item 1 in this part are not allowed in the vehicle cab while transporting DoD sensitive conventional AA&E or classified (SECRET or Confidential) shipments. For other types of shipments, passengers must meet all installation requirements for entry.

3. For security reasons, and when in agreement with TSP, a DoD employee may be allowed to ride in the cab of the vehicle.

II. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER RULES

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

ITEM 17	CAPACITY LOADS

1. Shipments are considered capacity loads (also known as "loaded to full capacity", "loaded to capacity") when it occupies the full visible capacity of a vehicle (as more fully defined in paragraph 2 below). Shipments are to be considered as capacity loads if:

a. It occupies 90 percent of the cargo carrying capacity, as defined by either volume or weight.

b. Due to the unusual shape or dimensions of the cargo, or because the characteristics of the freight necessitates segregation or separation from other freight. the vehicle is filled so that no additional cargo can be loaded.

c. It fills a vehicle so that no additional cargo can be loaded.

2. For the purposes of this item, a "vehicle" is defined as:

a. A van trailer of not less than 40-feet in length and not less than 2,700 cubic feet capacity:

b. An open top trailer of not less than 40-feet in length, or:

c. A flatbed, stepdeck, lowboy, or removeable gooseneck trailer of not less than 40 feet in length.

3. TSP are prohibited from billing a shipment as a capacity load if the equipment requested by the shipper, or provided by TSP, fails to meet the definitions shown in paragraph 2 above. In no event shall more than one vehicle per shipment be loaded to less than full capacity. Any vehicle loaded to less than full capacity shall be assessed charges as if it were a separate shipment.

4. Charges for each vehicle loaded to full capacity shall be based on either the truckload charge, when Rate Qualifiers PL, PM, or PV (see Completing a SDDC 364-R Tender, Section A, in this publication for definitions of rate qualifiers) are used, or the highest truckload minimum weight and accompanying truckload rate applicable to the equipment ordered and loaded. Line haul charges will not be calculated using a minimum weight

greater than 45,000 pounds. Shipments rated using line haul charges based upon Rate Qualifier PQ shall be calculated using the greater of the actual weight or 40,000 pounds minimum weight.

5. This rule does not apply to charges based on the following rate qualifiers: DH, DL, DZ, PJ, PG, ST, and PY (see completing a SDDC 364-R Tender, Section A, in this publication for definitions of rate qualifiers). Additionally, this rule does not apply to the following equipment types: AO1 – AO8 (assorted straight trucks), AD (Dromedary Box without mechanical restraining devices), AD6 (Dromedary Box with mechanical restraining devices), A10 (410 Dromedary Box without mechanical restraining devices), A16 (410 Dromedary Box with mechanical restraining devices), or A20 (Motor Vehicle Transport Trailer). In the event that additional dromedary rate qualifiers and/or dromedary equipment codes are developed, this rule shall not apply to them as well.

6. This rule shall not apply to charges based on the following equipment types: AA1, AF1, AY1, AY2, AV1, AG4 and AZ1. If shipper inadvertently tenders a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on the above listed equipment, a TSP is entitled to bill a shipper using a minimum weight of 20,000 pounds or the actual weight whichever is greater. In no circumstances may a TSP substitute a vehicle that is smaller than what is requested by the shipper.

7. It is the responsibility of TSP (where practicable) to ensure the safe and efficient loading of freight (e.g. stacking items when appropriate, etc.) on the vehicle.

8. Capacity load will not restrict TSP from adding additional freight to equipment and will not be interpreted as a request for exclusive use of the trailer or dromedary.

ITEM 19	CHAINS AND BINDERS (CHN)

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

2. TSP shall provide chain and binder sets and/or nylon straps with fasteners as standard equipment on all vehicles. Charge of CHN(1) $_____is authorized for each additional chain-and-binder set or nylon strap with fastener furnished above minimum requirements. TSP will ensure BL is annotated with additional number of chain-and-binder sets and/or nylon straps with fasteners.

3. For all shipments, TSP shall ensure that all cargo is properly fastened and secured in accordance with industry standards and DOT safety regulations.

ITEM 21	DETENTION: VEHICLES WITH POWER UNITS (DEP)

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

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

2. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location so it can be immediately accessed for loading or unloading within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a TSP is prepared to position its trailer for loading or unloading, but due solely to government fault is prevented from doing so, free time will commence at that time. However, free time will never commence unless, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for loading or unloading due to a government-caused delay. All requests for additional detention payments based on government-caused delays must be submitted to SDDC, G3, for approval and must include sufficient information to establish entitlement to these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of

a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed.

3. Computation of time in paragraph 1 shall be made within normal operating hours at the place of pickup or delivery. If both the TSP or its representative and the receiving government personnel are permitted to work beyond normal operating hours, that working time will also be included.

4. A shipment shall be considered "fully palletized" when at least 90 percent of shipment weight (not including pallet weight) is loaded on pallets.

5. If loading or unloading extends beyond the allowable free time, then the TSP can assess a detention charge based on a charge of DEP(1)$_____for each sixty minutes of delay that occurs during normal operating hours, which is known as detention time. If the delay is less than sixty minutes or exceeds sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

6. Detention time starts when a vehicle is delayed by the shipper, consignor, destination or consignee beyond the allowable free time and ends when the vehicle is released by the shipper, consignor or consignee to either by notifying the driver or the TSP representative that the vehicle is ready for pickup.

7. Detention time only includes the time the vehicle is delayed during normal shipping and receiving hours. If the vehicle is delayed beyond the shipper's, consignee's or consignor's normal shipping or receiving hours, then the only delay time included in the detention time is the time occurring during normal shipping and receiving hours. Refer to Storage Item Section A, Paragraph VI, I.

8. DEP charges will apply when the shipper or consignee:

a. Requires that the tractor be disconnected from the trailer during loading or unloading and parked elsewhere on the shipper's or consignee's premises.

b. Directs the trailer be left overnight except when loading/unloading is not completed as in paragraph 3.

9. In circumstances where at least 90 percent of non-palletized material can be handled by pallet jack, fork lift, or other type of material handling equipment (MHE), then the calculation for free time allowed shall be one-half of the free time allowed for shipments not palletized. Fully palletized shipments weighing less than 20,000 pounds shall be allowed one-half the free time in 1(f), 1(g) or 1(h).

10. A TSP shall be required to submit an invoice for detention no later than 45 days from the date detention occurred. Supporting documentation submitted by the TSP shall at a

minimum include evidence of the times the vehicle arrived, loading/unloading began, loading/unloading ended, and vehicle departure. TSP will retain documentation on file for one year after the time limit for submitting the invoice.

11. TSP will allow the free time period of 2 hours to load and 2 hours to unload bulk fuel shipments.

ITEM 23	DETENTION: VEHICLES WITHOUT POWER UNITS (DET)

1. Subject to the availability of equipment and TSP's approval, TSPs may spot vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises designated by them.

2. When such trailers are delayed or detained for reasons attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded shall be allowed 24 hours of Free Time, as follows:

a. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location with doors open so it can be immediately accessed for loading or unloading within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a TSP is prepared to position its trailer for loading or unloading, but due solely to government fault is prevented from doing so, free time will commence at that time. However, free time will never commence unless, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for loading or unloading due to a government-caused delay. All requests for additional detention payments based on government-caused delays must be submitted to SDDC, G3, for approval and must include sufficient information to establish entitlement to these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed.

b. When any portion of the free time extends into a Saturday, Sunday, or holiday, the computation of free time will resume at 12:01 a.m. on the next day which is not a Saturday, Sunday, or holiday.

c. Free time shall not begin on a Saturday, Sunday, or holiday, but at 8:00 a.m. on the next day which is not a Saturday, Sunday, or holiday.

3. When a trailer is both unloaded and reloaded, each transaction shall be treated independently of the other. Free time for loading shall not begin until free time for unloading has elapsed.

4. DET will end when consignor or consignee notifies TSP by telephone that loading or unloading has been completed and that the trailer is available for pickup. Such notification shall constitute release of TSP's equipment; TSP shall then connect and pull the equipment in a timely manner.

5. DET will not apply if loading/unloading and TSP's being notified of same has not extended beyond the free time. TSP's credits earned on equipment held cannot be used by the TSP to offset debits chargeable on equipment waiting to be moved.

6. Charges for detention of vehicles without power units shall be:

a. For each of the first and second 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge shall be DET(1) $_____per 24-hour day or fraction thereof.

b. For each of the third and fourth 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge shall be DET(2) $_____per 24-hour day or fraction thereof.

c. For the fifth and each succeeding 24-hour period or fraction thereof that vehicle is detained beyond allowable free time, the charge shall be DET(3) $_____ per 24-hour day or fraction thereof.

7. Certain Government installations have specific agreements for storing and relocating TSP equipment for loading and unloading and/or detention charges.

ITEM 25	DROMEDARY BOXES

1. When transporting DoD freight in a regular dromedary box or 410 dromedary container, the box/container shall be:

a. Securely fastened to the chassis of a truck, tractor or flatbed trailer,

b. Demountable and capable of being handled with a forklift truck, and;

c. Protected by a plymetal shield and equipped with doors that can be locked and sealed.

2. Exclusive use of Trailer or Dromedary, Item 31, shall be required for any shipments of:

a. Any White Phosphorous

b. Any Initiating or priming explosives, wet to include:

Diazodinitrophenol

Mercury fulminate
Guanyl
Nitrosaminoguanylidene hydrazine
Lead azide
Lead styphnate
Nitromannite
Nitrosoguanidine
Pentaerythrite tetranitrate
Tetrazene
Lead mononitroresorcinate

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

Table 25 – Minimum Dromedary Dimensions:

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

ITEM 27	EMPTY MOVEMENT OF EQUIPMENT (EMT)

1. A TSP may be requested to deadhead equipment immediately to a point of pickup.

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

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

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

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

ITEM 31	EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)

1. When requested by shipper, a TSP will dedicate the entire motor vehicle or separate cargo-carrying transport vehicle exclusively for that shipment, without breaking seals or locks and without the transfer of any cargo for a TSP's convenience. Therefore, once EXC is required a TSP shall be prohibited from loading any additional cargo. However, application of this Rule shall not preclude the transfer of a dromedary box from one conveyance to another (see Item 97, Trans loading Transportation Protective Service [TPS] Shipments). EXC can include a trailer, a dromedary attached to the power unit (tractor) or a single dromedary on a trailer (which can include several other dromedaries). The terms "transport vehicle" and "motor vehicle" shall be defined in accordance with 49 CFR, Part 171.8.

2. A TSP will verify and ensure that the BL is annotated in writing as follows:

"Exclusive Use of Trailer or Dromedary requested by the Shipper. Do not break seals except in case of emergency or upon prior written approval of the shipper or consignee. If the seal is found broken, or if the seal is broken for emergency/security/inspection reasons, TSP to apply seals as soon as possible and immediately notify both the shipper and the consignee."

3. EXC is not a request for Expedited Service (see Item 35 in this section). Annotation of a RDD shall not constitute a request by the shipper for Exclusive Use.

4. If a seal or lock is removed by a TSP, the TSP will relock or reseal trailer or dromedary, annotate that fact on the BL and include the reason for removal of the original lock or seal. In no event shall additional freight be added to the trailer or dromedary at that time, except upon express authorization of consignee or shipper.

5. When a shipment is not in EXC, the seal(s) applied to trailers or dromedaries may be removed for the purpose of adding additional freight, however the BL must be annotated with the new seal number(s).

6. Dromedary shipments requiring EXC will not be partitioned under any circumstances.

7. Line-haul charges for shipments in vehicles requiring Exclusive Use service shall be invoiced as a truckload, subject to truckload rates, minimum weights and/or minimum charges. Dromedary line-haul charges for shipments requiring Exclusive Use service shall be paid at the highest minimum weight for the equipment.

8. Charge for Exclusive Use service shall be EXC (1) $_____per mile per trailer or dromedary.

9. See Item 33 below for exceptions to EXC.

ITEM 33	EXCEPTIONS TO EXCLUSIVE USE SERVICE

Charges for Exclusive Use Service (EXC) will not be assessed under the following conditions:

1. When a vehicle is loaded to full visible capacity, per Item 17, Capacity Loads.

2. When line haul charge is based on a published rate in TSP tender for minimum weight of 45,000 pounds or the actual weight is 45,000 pounds or greater.

3. When tender rates are based on Rate Qualifiers DL, PG, PJ, PV, PY, or ST.

ITEM 35	EXPEDITED SERVICE (EXP)

1. EXP is an accessorial service shippers can request a TSP to guarantee delivery before the required Standard Transit Time (DTR, Chapter 202 and Item 5, DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc. For Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike EXC.

2. When the requested Delivery Date (DD) is less than standard transit time, EXP is required to be annotated on BL. TSP must ensure BL is annotated with EXP request for charges to apply.

3. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a RDD.

4. Charges:

   a. EXP(1) $_____per mile per vehicle.

   b. EXP(2)_____percent of line haul.

5. If the RDD is less than the standard transit time and EXP has not been annotated on the BL, the TSP is relieved from meeting the RDD and shall deliver the shipment IAW the standard transit time.

ITEM 37	EXTRA DRIVER (EXD)

1. When requested by shipper, TSP will provide an extra driver for continuous line haul service within legal parameters. EXD shall be used in conjunction with Constant Surveillance and Custody Service (CIS) shipments that exceed 150 miles.

2. TSP will verify that the shipper's request for extra driver is clearly and specifically annotated on the BL. Any charge for an extra driver shall be EXD(1) $_____cents per mile, subject to a minimum charge of EXD(2) $_____per vehicle. This charge shall be in addition to all other lawfully owned transportation charges.

ITEM 39	FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912

1. FAK 999912 consists of those commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating within the NMFC or the different inherent transportation characteristics or inherent nature of the commodity.

2. The following commodities shall not be included as FAK:

a. Narcotics and dangerous drugs
b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
c. Radioactive materials
d. Etiologic agents
e. Crated household goods or personal effects (See Item 41)
f. Live animals
g. Bulk commodities
h. Corpses
i. Currency
j. Coins
k. Precious metals
l. Food, fresh, frozen, or requiring refrigeration
m. Postage stamps or stamped envelopes
n. Military tractor tanks and tracked vehicles
o. Vehicles, self-propelled
p. Hazardous materials
q. Vehicles in driveaway and/or towaway service
r. Any commodity assigned a DoD unique commodity code by SDDC
s. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers

t. Engines
u. Missiles or Rockets

3. A TSP who files FAK rates is prohibited from excluding any commodity other than those specifically ser forth in paragraph 2 above.

4. FAK shipments shall only be described as FAK unless otherwise required by regulation or by operation of law.

5. Any shipments that involves movement for both FAK and non-FAK on a single BL may only be billed at non-FAK rates.

6. Any sensitive item shipped in accordance with security standards set forth in DoD 5220.22- M, National Industrial Security Program Operating Manual (NISPOM), or any item listed in 49 CFR, Part 172.101, Hazardous Materials Table, is specifically excluded from being classified as FAK.

ITEM 41	FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912, SUB No. 1

1. FAK 999912, Sub 01, including crated household goods or personal effects, consists of those commodities which a TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.

2. Must comply with paragraphs 2-6 outlined in Item 39 above, except for crated household goods, which are excluded under Item 39.

ITEM 43	FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913

1. FAK 999913 consists of those commodities which TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.

2. The following commodities are prohibited from being included or classified as FAK:

a. Narcotics and dangerous drugs
b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6. See exception in Paragraph 4 below.
c. Radioactive materials
d. Etiologic agents
e. Crated household goods or personnel effects (see Item 45)
f. Live animals

g. Bulk commodities (except those identified as non-sensitive and unclassified by the shipper)
h. Corpses
i. Currency
j. Coins
k. Precious metals
l. Food, fresh, frozen, or requiring refrigeration
m. Postage stamps or stamped envelopes
n. Military tractor tanks or tracked vehicles (except those identified as non-sensitive and unclassified by the shipper)
o. Vehicles, self-propelled (except those identified as non-sensitive and unclassified by the shipper)
p. Vehicles in driveaway and/or towaway service (except those identified as non-sensitive and unclassified by the shipper)
q. Any commodity assigned a DoD unique commodity code by SDDC
r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers (except those identified as non-sensitive and unclassified by the shipper)
s. Engines (except those identified as non-sensitive and unclassified by the shipper)
t. Missiles or Rockets
u. Placarded Hazardous Materials

3. FAK shipments must comply with paragraphs 3-6 that is outlined in Item 39 above.

4. FAK shipments may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, where the combined weight is less than 1,001 pounds. FAK shipments must be in compliance with 49 CFR, Part 172.504, Table 2.

ITEM 45	FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913, SUB No. 1

1. FAK 999913 Sub 01, including crated household goods or personal effects, consists of commodities which a TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing trasportation characteristics.

2. Shipments under Item 45 must also comply with paragraphs 2-4 of Item 43 above, except for crated household goods which are excluded under Item 43.

ITEM 47	FURNISHING OF VEHICLES AND EQUIPMENT

1. The TSP will furnish vehicles with all necessary equipment to safely transport freight in conformity with applicable federal and state safety regulations for which the shipper has requested transportation and shall be responsible for properly securing the cargo and protecting it from exposure to the elements.

2. Vehicles and equipment that exceed the minimum specifications necessary to safely transport freight shall be considered as furnished by the TSP for its own convenience. If the vehicles and/or equipment furnished by the TSP is more expensive than the equipment ordered, the charges shall be assessed on the basis of what the shipper ordered. If the vehicles and/or equipment furnished by the TSP are less expensive than the equipment ordered, the charges shall be assessed on the basis of the equipment provided.

a. Prior to providing vehicle and/or equipment that exceed the minimum specifications necessary to safely transport freight, the TSP will notify the shipper to receive approval for the substitution.

b. The TSP may not provide vehicles and/or equipment that cause a loss in the level of transportation security provided by the vehicle and/or equipment initially ordered by the shipper without prior approval from the shipper. The transportation protective services (TPS) shall be adjusted to meet the TPS requirements of the provided equipment.

c. If the substitution creates a requirement for additional accessorial and/or transportation protective services, the TSP will provide those services at no additional charge to the shipper.

3. The shipper may reject the equipment if the equipment does not meet the shipper's loading/unloading requirements or the shipper considers the equipment to be either unsafe and/or not in conformity with applicable federal and state safety regulations. VFN charges stated in Item 77 in this section will not apply.

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

1. When requested by the shipper, a TSP will move freight on shipments from or to a position that is not immediately adjacent to the vehicle. Vehicles shall be considered "immediately adjacent" to a loading/unloading position when it is separated by an intervening sidewalk or walkway.

2. HHB shall be provided at a charge of HHB(1) $_____per hundred pounds, subject to a minimum charge of HHB(2) $_____per shipment, and a maximum charge of HHB(3) $_____per shipment.

3. Whenever a shipment involves Split Delivery (SDL), Item 71, Split Pickup (SPU), Item 73, and/or Stop-off In Transit (SOC), Section A, Para. G, where accessorial services are also provided, HHB charges will apply separately at each location where HHB service is required to be performed by a TSP.

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

1. Loading and/or unloading service performed by TSP, unassisted by shipper or consignee, shall be subject to a charge of:

URC(l) $_____per hundredweight, subject to a minimum charge of URC(2) $_____.

2. Charges shall be based on actual weight handled. TSP will obtain certification that the service was performed and indicate the amount of weight handled and annotated on the BL.

ITEM 53	OVERAGES AND SHORTAGES

1. For LTL shipments, a TSP will report overages and/or shortages to the shipper via telephone or email within 24 hours or less of accepting the shipment, at the first stop-off, or at the first handling location, depending on the specific situation involved.

2. For all truckload shipments, a TSP will report overages and/or shortages to the shipper via telephone or email within 24 hours of the timeline delivery.

3. A TSP shall supplement the oral or e-mail notice requirement with written correspondence regarding a shipment discrepancy. See DTR 4500.9R, Ch. 210 and Appendix I for Transportation Discrepancy Report (TDR) instructions.

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

1. When a shipper requests pickup or delivery service to be provided at times other than an installation's normal operating hours as indicated in the Transportation Facilities Guide (TFG), the shipment shall be subject to the following charges:

a. PUD(l) $_____per hour or fraction per driver before or after installation's normal operating hours as indicated in TFG.

b. SAT(1) $_____per hour or fraction per driver on Saturdays, subject to a minimum charge of SAT(2) $_____per driver.

c. HOL(1) $_____per hour or fraction per driver on Sundays and holidays, subject to a minimum charge of HOL(2) $_____per driver.

2. Hourly charges shall commence when the TSP's driver reports to

shipper/consignee/destination and consignee representative with the proper equipment ordered for loading or unloading, and terminates when driver(s) is/are released by the representative. The pickup and/or delivery time shall be annotated on BL by the representative, the consignor or consignee.

ITEM 57	PRELODGING (PRL)

1. Prelodging is the hand delivery or data transmission of shipping documents by the delivering TSP 24-hours or more in advance of shipment delivery. Shipping documents shall at a minimum be marked with the permit number, date and time of delivery, and the delivering TSP's name. A charge for prelodging is considered valid only if preloading is specifically requested by the shipper or consignee.

2. When a delivering TSP consolidates multiple shipments to the same consignee for delivery on the same date, and each shipment is subject to different DoD tenders filed with SDDC, the delivering TSP shall bill the lowest prelodge charge available.

3. Invoices submitted to the consignee for payment of prelodge charges shall at a minimum be cross-referenced with BL number(s), TSP pro number(s), permit number, and the date the prelodge service was provided.

4. The charge for prelodging shall be PRL(1) $_____per delivery vehicle.

ITEM 59	PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

When requested, a TSP will prearrange schedules for arrival of vehicles to load or unload shipments, per Detention: Vehicles with Power Units (DEP), Item 21 and Detention: Vehicles without Power Units (DET), Item 23 in addition, prearranged scheduling is subject to the following provisions:

1. Shipper requests for prearranged scheduling may be made orally, in writing, or via the internet (where appropriate).

2. Prearranged schedules for arrival of vehicle may be on a one-time, periodic, or continuous basis. In the event that a continuous prearranged scheduling agreement is made, that
agreement may be terminated by any party providing notice orally, in writing, or via the internet within 24 hours.

3. In the event an arrival time for unloading cannot be scheduled, storage charges shall be assessed as provided in Storage, Section A, VI, Para. I in this publication.

4. In the event a TSP vehicle arrives prior to appointment, free time shall not commence either until the scheduled arrival time, or at the time when actual loading or unloading begins.

ITEM 61	PROTECTIVE TARPING SERVICES (PTS)

1. All TSP will cover any shipment with tarpaulin(s) to avoid revealing the classified nature of the material, or where the shipper specifically request PTS due to the nature of the goods in question. When transporting AA&E by motor using a flatbed trailer, flat rack container, or similar open equipment, a TSP will ensure load is completely covered by a properly fitted tarpaulin. The tarpaulin must be both fire and water resistant. Battle damaged armored tactical vehicles shall be completely covered by a tarpaulin.

2. TSP will verify that the BL is annotated as follows:

"TARPS AND TARPING REQUIRED."

3. Charges shall be PTS (1) $_____per shipment.

4. TSP may furnish Conestoga-type flatbed trailer in lieu of tarping.

ITEM 63	REDELIVERY (RCL)

1. When final delivery of a DoD shipment cannot be accomplished due to circumstances beyond the control of, and through no fault of the TSP, the TSP will contact consignee for additional guidance within 24 hours of original delivery attempt.

2. A shipment shall not be considered late delivery if it involves circumstances that require a redelivery. If redelivery is not accomplished, or if forwarding instructions are not furnished by the shipper/consignee to the TSP within 24-hours of TSP's notification of the original delivery attempt, the shipment may be subject to Storage charges in Section A, VII, Para. K of this publication. Depending on the specific circumstances, see Section A, VII, Para. M for additional guidance on returned, refused or rejected shipments.

3. The redelivery charge shall be RCL(1) $_____per hundred pounds, subject to a minimum charge of RCL(2) $_____per shipment, and a maximum charge of RCL(3) $_____per shipment.

4. Redelivery charges shall not apply to any shipment if a consignee elects on its own to pick up a shipment at TSP terminal (not applicable to rail).

ITEM 65	RELEASE VALUE RATES

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

ITEM 67	RELOCATION OF VEHICLE (RLS)

At shipper/consignee request, a TSP shall provide Relocation of Vehicle (trailer spotting) service, i.e., moving a vehicle from one location to another within the same installation or within 25 miles of the original consignee/destination. A charge of RLS(1) $_____ shall be assessed for each relocation and must be certified by shipper or consignee on the BL.

ITEM 69	SIGNATURE AND TALLY RECORD SERVICE (675)

1. When requested by a shipper, a Signature and Tally Record (DD Form 1907) is a tracing and tracking service that provides accountability and chain of custody control concerning a shipment. Signature and Tally Service is not a TPS; however, individuals responsible for handling shipments shall legibly sign a Signature and Tally Record while shipment is in transit. Upon delivery, the driver will obtain consignee's signature on DD Form 1907.

2. Vehicles containing the 675 shipment shall be considered to be under the operational control of the last person signing the DD Form 1907.

3. In DoD secure holding installations/activities, or in transit, the original driver is responsible for the custody and contents of AA&E shipments from origin to destination, unless that shipment is properly transferred to a new driver or authorized personnel who must sign the DD Form 1907.

4. Security personnel at secure installations/activities areas shall never be required to take custody of the shipment or sign the DD Form 1907. Security personnel shall only be responsible to verify the condition of the conveyance seals and maintain proper surveillance of the shipment. Legal custody of the shipment remains with the last driver who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for receipt.

5. A TSP shall at all times have the capability to track a shipment in less than 2 hours upon request by SDDC, shipper, or consignee.

6. When Signature and Tally Service 675 is requested, the BL shall be annotated as follows:

"Signature and Tally Record requested. DD Form 1907 furnished to TSP."

DATE_____SIGNATURE_____
TITLE_____

7. A Signature and Tally Record for any shipment is subject to the following charges: 675(1) $_____per shipment.

8. In lieu of a DD Form 1907, TSP may use a TSP-furnished Electronic Signature Service. In such circumstances, a TSP must present a hard copy of the printout to the consignee within three business days of shipment receipt. Upon request from shipper/consignee, a TSP will provide the identity of any individuals responsible for the scans.

9. Prior SDDC approval is required for a TSP to utilize Electronic Signature Service. Contact:

SDDC
ATTN: Freight Carrier Registration Program (FCRP)
1 Soldier Way, Building 1900W
Scott AFB, IL 62225
usarmy.scott.sddc.mbx.carrier-registrations@mail.mil

ITEM 71	SPLIT DELIVERY (SDL)

1. A TSP will verify and ensure that a BL is annotated when delivery to more than one location within same receiving installation/facility is requested by the shipper/consignee.

2. For each Split Delivery provided, excluding the final delivery, a charge of SDL(1) $_____will apply.

3. Split Delivery can be used with stop-off service.

ITEM 73	SPLIT PICKUP (SPU)

1. TSP will verify and ensure that a BL is annotated when pickup at more than one location within same receiving installation/facility is requested.

2. For each Split Pickup provided, excluding the initial pickup, a charge of SPU(1) $_____will apply.

ITEM 75	TOWAWAY SERVICE (TOW)

1. Movements via towaway require use of mode “T” and equipment codes A5 and A6.

2. Towaway service applies only to DoD-owned/leased trailers only.

3. A TSP may charge for expenses incurred due to tire or mechanical failure, structural defects, or any other failure to maintain the DoD-owned/leased trailer equipment, applicable and/or any detention charges set forth in Item 21 and/or Item 23 of this section.

4. TSP-furnished mud flaps and lights installed when required by federal, state or local regulation are subject to a charge of TOW(1) $_____for mud flaps and a fee of TOW(2) $_____per trailer for lights.

5. Refer to Section A, Part II, Paragraph C.5 for alternation of rates.

ITEM 77	VEHICLES FURNISHED BUT NOT USED (VFN)

1. If shipper cancels a freight movement in 24 hours or less prior to pick up, the TSP shall be entitled to a charge of VFN(1) $_____per vehicle. A TSP shall be paid for LTL/TL for each vehicle furnished and not used or the minimum line haul transportation rates, whichever is less.

2. A TSP may establish a flat charge of VFN(2) $_____for each vehicle properly dispatched that was not used by the shipper. This flat charge may not exceed line haul transportation charges applicable from loading point to destination. If TSP chooses VFN(2), a TSP is prohibited from completing VFN(1), as TSP cannot complete both VFN(1) and VFN(2) on its tender.

3. VFN charges will not apply when:

a. A vehicle is rejected by shipper under Item 47 of this publication.

b. Notice of cancellation is received by the TSP at least 24 hours prior to pick up.

c. TSP is inbound with a loaded trailer that is scheduled for outbound loading from the same installation.

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

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

freight forwarders and logistics companies refer to Section A, Part II, Paragraph 5 for transportation prohibitions on movement of TPS freight.

ITEM 78	TPS Incident Response Requirements

In cases of accidents or incidents the Transportation Service Provider (TSP) must meet the following requirements:

1. Report accidents and serious incidents to DTTS immediately via panic button and follow up telephonically with DTTS as soon as possible. TSP should continue to send required messages to DTTS.

During incidents involving injury or incapacitation of driver/driver team, TSP dispatcher should immediately notify DTTS of the incident by phone.

2. The TSP must provide 24 hour telephone dispatch for satellite motor surveillance (SNS) tracked shipments. The TSP dispatch must be familiar with shipment contents and routing of TPS shipments. The telephone number when called, must be answered directly by the TSP at all times while the SNS tracked shipment is in transportation including storage incidental to transportation. Answering machines are not sufficient to meet this requirement. TSP's will provide all information pertaining to the accident/incident as requested by SDDC personnel.

3. TPS Incident Response Requirements. Immediately call 911 for emergency response/notification. During emergencies involving trucks transporting DTTS-tracked shipments, DTTS will ask dispatchers for the Net Explosive Weight (NEW) for any commercial shipments on board the conveyance. Additionally, dispatchers will be asked to provide the hazard classification, explosive description, UN ID, etc. for any commercial shipments to ensure first responders are aware of all hazards.

4. TSP, in accordance with all applicable federal, state and local regulations, is responsible for coordinating use of towing equipment, material handling equipment (MHE), and other required services for handling hazardous materials and munitions. TSP must ensure any commercial towing or MHE Company employed is aware of associated risks, appropriately licensed to handle hazardous materials, to include explosives, and in compliance with all applicable federal, state and local laws. TSP is responsible for all charges incurred when using such commercial services. If both the TSP and the on-scene commander or local law enforcement agency are unable to obtain appropriate commercial support, the on-scene Commander or local law enforcement will request DoD support through DTTS.

5. See Item 13 for procedures on sealing of vehicles and seal breakage.

6. TSPs should ensure that drivers at an incident or accident scene follow corporate policy with regard to media requests.

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

1. The TSP is responsible for providing in-transit delivery notification to the consignee for all AA&E shipments. At a minimum, the TSP shall:

a. Contact the consignee at least one business day in advance of anticipated shipment delivery and give additional notice when warranted by changes affecting delivery.

b. For same day pickup and deliveries, contact the consignee within one hour of shipment pickup and provide an estimated time of delivery.

2. If the TSP is unable to locate a secure-holding installation/activity, the TSP is responsible for contacting SDDC DTTS at the phone number provided in Section A, VIII, Table 1.

3. Responsibility for the shipment shall remain with the TSP from time of pickup until time of delivery.

4. *Force majeure* situations that prevent AA&E shipments from being delivered during normal operating hours, allow the TSP to submit the following charges:

a. If loading or unloading extends beyond the allowable free time, then the TSP can assess a detention charge based on a charge of DEP(1)$_____ for each sixty minutes of delay that occurs during normal operating hours, which is known as detention time. If the delay is less than sixty minutes or exceeds sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

b. If a destination requires the TSP to stay with the shipment to provide constant surveillance or guard service, the TSP may charge a DEL(1) $_____ for each sixty-minute period this service is provided. If the period is less than sixty minutes or exceeds sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

c. These per-hour charges are subject to the following provisions:

1) The TSP will provide delivery notification during normal operating hours (the TSP will consult the TFG for installation operating hours).

2) The TSP will provide delivery of shipment to the consignee not less than one hour before close of business (as posted in the TFG).

3) Per-hour charges are continuous (to include weekends and holidays) until consignee is capable of offloading the shipment.

4) Once offloading begins, DEL charge will cease and free time will commence.

d. In the event an AA&E shipment is refused at destination, the TSP will immediately transport the shipment to/from a secure holding installation/activity and can collect charges in addition to those applicable for movement from origin to initial destination. Charges shall be calculated based on applicable line-haul charge multiplied by DTOD hazmat mileage to/from available, secure holding installation/activity, subject to a minimum charge of DEL (2) $_____per power-unit movement. Item 63, Redelivery (RCL), in this section will not apply. If requested to remain with vehicle in, secure holding installation/activity, TSP may also charge for DEL(1).

5. If a destination fails to accept an AA&E shipment in accordance with the provisions of DoD 5100.76-M when common law defenses do not apply, then the TSP shall immediately notify SDDC DTTS. SDDC DTTS will attempt to resolve the situation and gain entry for the AA&E shipment. If SDDC DTTS fails to resolve the situation, DTTS will execute the appropriate Standard Operating Procedure (SOP). The TSP may submit the following charge to destination:

a. In the event an AA&E shipment is refused at destination, the TSP will transport the shipment immediately to/from secure holding installation/activity and can collect charges from destination in addition to those applicable for movement from origin to initial destination. Charges shall be calculated based on applicable line-haul charge multiplied by DTOD hazmat mileage to/from available secure holding installation/activity, subject to a minimum charge of DEL (2) $_____per power-unit movement. Item 63, Redelivery (RCL), in this section will not apply.

1) The TSP must have provided delivery notification in accordance with paragraph 1 above.

2) The TSP must have followed instructions outlined by the installation in the Transportation Facilities Guide.

3) The TSP must have notified DTTS within one hour of destination's refusal.

4) The TSP MUST request approval from SDDC-G3, Domestic Operations Branch, prior to billing under this section.

6. Missing a scheduled delivery appointment will make the TSP ineligible for all charges above.

ITEM 83	RESERVED

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

1. En route stops of shipments with PSS or DDP must meet the following provisions:

a. For PSS shipments, the TSP is permitted en route stops of up to two (2) hours when conducting stops in accordance with 49 CFR for operational reasons such as fueling, minor maintenance, or driver amenities.

b. For DDP shipments, the TSP is permitted en route stops of up to four (4) hours when conducting stops in accordance with 49 CFR for operational reasons such as fueling, minor maintenance, or driver amenities.

ITEM 87	HAZARDOUS MATERIALS ROUTING MILEAGE

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

ITEM 89	PICKUP OF TRANSPORTATION PROTECTIVE SERVICE SHIPMENTS

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

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

1. Secure holding of Arms, Ammunition, and Explosives shall only apply to DoD installations/activities. These standards shall ensure the proper temporary parking of commercial TSP motor vehicles that are transporting Categorized AA&E or classified materials. Secure holding installations/activities may only be utilized for a mazimum of 100 hours. In no event shall Secure Holding relieve the TSP of any liability relating to the safe transport of the shipment at issue. Furthermore, in no event shall this provision be interpreted to mean that DoD assumes any responsibility or liability for either the shipment or the equipment of the TSP. The secure holding installation/activity accorded is strictly temporary. TSP are advised that shipping documents shall be thoroughly examined at the entrance of a DoD installation/activity to prevent entry of any

unauthorized shipments onto that installation/activity. Upon verification of those shipping documents at the entrance of the installation/activity, TSP vehicles shall be directed to proceed to a Secure holding location within appropriate security area.

ITEM 93	SECURE HOLDING OF NON-AA&E SHIPMENTS

1. TSP conveyances that contain CIIC for non-AA&E shipments that are indicated in Paragraph 2 below (to include Night Vision Goggles) may be temporarily parked for a maximum of 100 hours or less within a DoD secure holding installation/activity. In such instances, cargo must be under constant surveillance by installation/activity personnel or monitored by Closed Circuit Television (CCTV).

2. Items with the following CIICs are applicable under this item:

A: Confidential – Former restricted data.

B: Confidential – Restricted data.

C: Confidential.

D: Confidential – Cryptologic.

O: Items contain Naval Nuclear Propulsion information; disposal and access limitations are identified in NAVSEAINST C5511.32, Safeguarding of Naval Nuclear Propulsion Information. Store and handle in a manner that will prevent unauthorized access to this materiel.

9: Identifies an item as a Controlled Cryptographic Item (CCI). CCI is described as secure telecommunications or information handling equipment; associated cryptographic component, or other hardware item, which performs a critical COMSEC function. Items so designated are unclassified but controlled, and shall bear the designation “Controlled Cryptographic Item” or “CCI”.

ITEM 97	TRANSLOADING TRANSPORTATION PROTECTIVE SERVICE (TPS) SHIPMENTS

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

2. All DDP and PSS shipments that require SNS shall be routed from the shipper system to the Defense Transportation Tracking System (DTTS):

a. Transloading and/or consolidation of TPS shipments is prohibited at any location (e.g., DoD-owned activities/installations, TSP owned property, rest stops or truck stops, public locations, etc.) unless circumstances occur within parameters set forth in paragraph 3 below.

b. TSP personnel are prohibited from personally handling TPS shipments unless circumstances occur within parameters set forth in paragraph 3 below.

3. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the TSP may perform the following functions while in transit when authorization is obtained from SDDC DTTS when the emergency/accident occurs and onsite first responders (to include Explosive Ordnance Disposal [EOD] personnel, Quality Assurance Specialists of Ammunition Surveillance [QASAS], Ordnance Officers, Weapons Officers, and/or Explosives Safety Officers, firefighters or police), in coordination with owning military Service for whom the shipment is being transported:

a. Transfer truckload TPS shipments from one conveyance to another; or

b. Transfer dromedary boxes, containing TPS shipments, from one conveyance to another, or

c. Unload and transfer the contents of a dromedary box containing TPS shipments; and

d. For all functions performed under subparagraph (a), (b), and (c), the TSP will replace seal(s) and annotate the new seal number(s) on BL.

4. When transloading a TPS shipment during an emergency or accident, and the equipment or driver is changed after leaving origin:

a. The drivers and trailers will meet or exceed the requirements of DD Form 626 (Motor Vehicle Inspection Transporting Hazardous Materials) and 49 CFR, and;

b. The TSP will immediately notify DTTS—via a "C" message, as referenced in Item 111, Satellite Motor Surveillance Service (SNS)—and the owning military Service when transloading occurs.

5. TSPs may not request DoD representatives to transload or consolidate TPS cargo originating from another installation/facility for TSP convenience.

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

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

1. TSP will ensure motor vehicles comply with 49 CFR, Part 177.834 (l) (1) prior to loading Class 1 explosives in a temperature controlled conveyance that has the capability of producing heat.

a. Motor vehicles equipped with a cargo heater of any type may transport Class 1 explosives only on the condition precedent that the cargo heater is rendered inoperable by draining or removing the cargo heater fuel tank and disconnecting the heater's power source.

b. An inspection of the heating unit to ensure that it is inoperable or disconnected is required, unless the shipment is being transported under a DOT special permit, exemption or Competent Authority Approval (CAA) that waives the inspection or allows the heating unit to remain connected.

c. If the cargo heater is operational, the vehicle may be rejected until the heating unit is disconnected.

IV. TRANSPORTATION PROTECTIVE SERVICES

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

ITEM 100	USE OF LOCAL DRIVERS FOR TPS SHIPMENTS

Installations with a high volume of TPS shipments are authorized to develop installation policies allowing the usage of local drivers. A local driver is a single driver that meets all of the other applicable provisions to transport TPS freight requiring PSS--except the second driver. The local driver is used to benefit both the TSP and the installation by allowing efficient scheduling and use of resources.

1. At shipping installations, the local driver can spot empties, sign for loads, place into or remove from secure hold. At receiving installations, the local driver can pull loaded equipment, from secure holding, and spot the loaded equipment as required. The local driver is not permitted to leave the installation with TPS loads for any reason.

2. TSPs utilizing local drivers are responsible for ensuring over-the-road equipment meets the same DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials), standards and that the DD Form 1907, Signature and Tally Record, is

completed legibly and signed by both drivers immediately at any change of custody. Also, the TSP is responsible for ensuring loads are transferred only to qualified drivers IAW other provisions of this publication.

3. These requirements are subject to inspection by SDDC or its Transportation Safety and Security contractor at any time.

ITEM 101	CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)

1. CIS requires constant surveillance and custody of a shipment by a qualified DoD-approved TSP representative. DoD-approved commercial drivers employed to handle DoD shipments moving under CIS transportation protective service are required to have proper identification in their possession that conclusively verifies their affiliation with the TSP named on the BL. These identification documents are required to verify to shippers each driver's affiliation with the origin TSP named on the BL. Drivers must also have in their physical possession a valid commercial driver's license and employee record card (or similar documents), at least one of which must contain the driver's photograph. For CIS shipments traveling over 150 miles, Extra Driver (EXD) shall be required. Drivers should follow Federal and State medical requirements.

a. The driver will have continuous visibility of the shipment while in transit.

b. The vehicle/shipment will, at all times, be physically attended (including brief in transit stops) by a qualified representative of the TSP. The only exception to this requirement involves certain air shipments, as continuous observation is not required while the aircraft is in flight, providing that the shipment is stored in a compartment inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.

2. The term "attended" shall mean the individual responsible for the shipment is awake, and is either physically within the driver operating section of the vehicle (not in a sleeper berth) or is physically present at all times within 25 feet of the vehicle while the vehicle is within their constant, unobstructed view.

3. The term "qualified representative" shall mean:

a. The individual is an employee of the TSP, and has been specifically authorized by the TSP to handle the shipments at issue and perform CIS.

b. The individual is trained concerning and specifically aware of the sensitivity of material moving under CIS, and is knowledgeable about the safety, security, and emergency procedures that must be followed.

c. The individual has the means, capability, and lawful authority to operate and move the vehicle.

4. The trailer or vehicle containing a shipment requiring CIS shall continuously be connected with the power unit (tractor) except under the exceptions noted below:

a. When stopped at a DoD contractor/activity for loading/unloading.

b. At a TSP terminal for servicing.

c. At a TSP-designated point where driver maintains continuous surveillance over shipment while disconnected.

d. Per the installation commander's discretion, at a DoD secure holding or safe haven location.

5. The tractor shall be equipped with at least two separate means of communications, such as (but not limited to):

a. A working mobile communications unit.

b. A citizens band (CB) radio unit.

c. A cellular telephone.

6. For shipments requiring CIS, a TSP must have the capability to trace an in transit shipment in less than one hour. A TSP or the TSP's qualified representative shall immediately notify the consignee if the shipment cannot reach the consignee within 24 hours of the required delivery date.

7. Signature and Tally Record Service (675), Item 69, in this section, shall be maintained.

8. Single line-haul required.

9. No trip lease (see Appendix D, Definitions) is permitted under any circumstance.

10. A TSP will ensure that their driver(s) are trained on appropriate measures to obtain DoD secure holding and state/local law enforcement assistance when circumstances warrant.

1. CIS shall be subject to the following charges:

1 to 150 miles	CIS(1) $_____per mile per vehicle or dromedary
151 to l,000 miles	CIS(2) $_____per mile per vehicle or dromedary
l,00l to l,500 miles	CIS(3) $_____per mile per vehicle or dromedary
l,50l to 2,000 miles	CIS(4) $_____per mile per vehicle or dromedary
2,00l to 3,000 miles	CIS(5) $_____per mile per vehicle or dromedary
Over 3,000 miles	CIS(6) $_____per mile per vehicle or dromedary
Minimum Charge	CIS(7) $_____per vehicle or single dromedary unit

ITEM 103	DUAL DRIVER PROTECTIVE SERVICE (DDP)

1. Dual Driver Protective Service (DDP) is a TPS that is required for CONFIDENTIAL shipments and AA&E shipments that are not SRC I or II. Any TSP who provides DDP must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements, and Item 101, Constant Surveillance and Custody Service, and the following requirements in this section.

2. DDP is required for CONFIDENTIAL and/or AA&E (SRC III/IV/UNCAT) shipments, unless the exceptions specifically set forth indicated in DTR, Part II, Chapter 205 apply.

3. For information regarding en route stops of DDP shipments, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments, in this section.

4. The vehicle conveying the shipment must remain connected with the power unit (tractor) during shipment except when the vehicle is stopped at a DoD activity/contractor for loading/unloading; or is physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS "C" message, as more fully described under Item 111, Satellite Motor Surveillance Service (SNS), shall be sent from both the losing and gaining tractors to identify the equipment transfer and shipment. At least one of the "C" messages shall include an explanation of the reason for the transfer.

5. DDP shall be subject to the following charges:

1 to 500 miles	DDP(1) $_____per mile per vehicle or dromedary
50l to l,000 miles	DDP(2) $_____per mile per vehicle or dromedary
l,00l to l,500 miles	DDP(3) $_____per mile per vehicle or dromedary

l,50l to 2,000 miles	DDP(4) $_____per mile per vehicle or dromedary
2,00l to 3,000 miles	DDP(5) $_____per mile per vehicle or dromedary
Over 3,000 miles	DDP(6) $_____per mile per vehicle or dromedary
Minimum Charge	DDP(7) $_____per vehicle or dromedary

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

1. Protective Security Service (PSS) is a TPS that is required for SECRET shipments and SRC I and II AA&E shipments. Any TSP who provides PSS must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements, and Item 103, Dual Driver Protective Service, and the following requirements in this section.

2. Shipment must move point to point to destination without delay. However, if circumstances arise that require in-transit stops, a TSP will ensure that SRC I and II AA&E shipments shall be secured only at a DoD-owned secure holding facility. This provision requiring secure holding of such shipments does not relieve the TSP of any liability under the contract of carriage, nor does DoD assume any responsibility for the shipment or equipment while the shipment is in transit.

3. All TSP will also provide Exclusive Use of the Trailer or Dromedary (EXC), Item 31 in this section, for SRC I and II or SECRET shipments.

4. For CIIC 1 (SRC 1) shipments, drivers must identify to DTTS either the DCS trailer number or SEV truck number prior to departure.

5. For shipments requiring PSS, the TSP will verify that the BL is annotated as follows:

"Protective Security Service Requested. Signature and Tally Record (DD Form 1907) Furnished to TSP."

6. For information regarding en route stops, see Item 85, En Route Stops of Protective

Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments, in this section.

7. The trailer or vehicle containing the PSS shipment must always be connected with the power unit (tractor) except when the vehicle is stopped at a DoD activity for loading/unloading or physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS "C" message, as stated in Item 111, Satellite Motor Surveillance Service (SNS), shall be sent from both the losing and gaining tractors to identify shipment transferred. One of the "C" messages shall include an explanation of the reason for the transfer.

8. PSS is subject to the following charges:

1 to 500 miles	PSS(1) $_____per mile per vehicle or dromedary
50l to l,000 miles	PSS(2) $_____per mile per vehicle or dromedary
l,00l to l,500 miles	PSS(3) $_____per mile per vehicle or dromedary
l,50l to 2,000 miles	PSS(4) $_____per mile per vehicle or dromedary
2,00l to 3,000 miles	PSS(5) $_____per mile per vehicle or dromedary
Over 3,000 miles	PSS(6) $_____per mile per vehicle or dromedary
Minimum Charge	PSS(7) $_____per vehicle or dromedary

ITEM 107	TRAILER TRACKING SERVICE (DCS)

1. Trailer Tracking Service (DCS). DCS is used for all commercially-owned closed-box van (A11, A50, A8, AA1, AA2, AA3, AK, AR, AV1, AV2, AV3, AV4, AV5, AV6, AV7, AV8, and AY1) shipments requiring Satellite Motor Surveillance Service (SNS) for Security Risk Categories (SRC) I-IV of AA&E. DCS may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of DCS is to provide the Defense Transportation Tracking System (DTTS) with periodic trailer position location reports and provide electronic emergency alert notifications in the event a trailer door is opened while en route or when the trailer is untethered (disconnected) from the power unit. DCS is a value-added service used solely in conjunction with SNS.

2. DCS requires the Transportation Service Provider (TSP) to provide technology and sensors (trailer door open-closed sensor and trailer tethered-untethered sensor) for AA&E shipments used in conjunction with SNS for closed box van trailers only. Side and dividing walls in closed box van trailers are not authorized on trailers registered as DCS with DTTS. The TSP will ensure the tractor provides continuous uninterrupted power to the trailer when ignition is turned off to ensure a viable tether/unthethered sensor solution.

3. When requested by the shipper, TSP will provide DCS. TSP will verify request for DCS is annotated on the Bill of Lading (BL) in conjunction with SNS clearly and specifically. Charge for DCS (1) $_____per shipment. This charge shall be in addition to all other transportation charges.

4. After being approved by the Surface Deployment and Distribution Command (SDDC), the TSP will contact the DTTS Operations and Quality Branch chief at the contact number provided in Section A, VIII, Table 1, to begin DTTS approval. The TSP will:

a. Use a DTTS approved DCS Vendor (DCSV).
b. Provide DTTS with:

(1) Standard Carrier Alpha Code (SCAC)

(2) Dispatch location

(3) Twenty-four hour phone number

(4) Fax number

(5) Email address

c. Register closed box van trailers with DTTS as required in paragraph 6 below.

5. Unless a TSP's trailer is in an authorized, protected environment (i.e military secure holding facility/installation), DCS equipment installed on TSP trailers will provide 24-hour uninterrupted service. The TSP's DCS monitoring station shall be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with the communication requirements of either Dual Driver Protective Service (DDP) or Protective Security Service (PSS), depending on which service applies to the DCS shipment. The TSP must ensure that the DCSV provides continuous messaging and positioning service when required, including immediate notification of untethered and or door-opened EMERGENCY activations.

6. TSP closed box van trailers equipped with DCS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the registration and testing procedures set forth below in subparagraph a-d. Successful registration and testing must occur prior to any TSP being authorized to transport DoD Arms, Ammunition, and Explosives (AA&E) and Other Sensitive Material (OSM). TSPs must submit registration paperwork to the DTTS PMO via email or fax 24 hours prior to testing. Testing will occur during set hours. Contact the DTTS PMO for testing hours if needed. Registration information submitted to SDDC will include:

a. SCAC.

b. Contact Information DCSV name and transceiver identification number.

c. Action Requested Add/Delete/Modify/Reregister)

d. Trailer information: (Number/Year/Color/Make/Model/License Number & State/VIN)

e. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)

f. Comments, if required.

7. The following provides tracking procedures and/or requirements:

a. TSPs shall convert tractors to power the center pin on the 7-way connector to the trailer when the ignition is turned off to ensure a viable tether/untether sensor solution.

b. An exception message shall be sent after the TSP enables DCS and door is opened or the trailer is untethered for any reason.

c. To initiate DCS:

(1) TSPs shall ensure that the DCS sensor equipment is active and/or operationalbefore any trailer is spotted and prior to loading a shipment (recommend pinging the trailer to ensure receipt of tether and door closed messages, at the correct location).

(2) TSP certifies DCS technology is operable and battery life is sufficient prior to placing trailers at DoD facilities for loading.

(3) Prior to loading a DCS shipment, the driver will allow shipping inspector or

other designated shipper personnel to verify the presence of visible DCS equipment (e.g., door sensor, antenna).

(4) If any of these steps are unsuccessful, the trailer cannot be loaded. The trailer must be de-registered from DTTS and removed from the installation for repair. The TSP will notify the shipper and DTTS of the trailers' status.

d. Loading the Shipment and enabling DCS:

(1) After the shipment is loaded, the TSP will verify in their system that the door sensor is showing closed, the trailer is in a tethered status, and the location of the trailer is correct.

(2) The driver will send an "L" status message in accordance with Item 111, Satellite Motor Surveillance Service, and will include the phrase "DCS required."

(3) The TSP will enable DCS and ping the trailer (in that order). This initiates the required initial trailer position report and sensor status to DTTS.

(4) Shipment is ready to depart.

e. Departing Protected Environment. When departing point of origin, or a DoD secure holding installation/activity the driver will provide DTTS with a “D” status message in accordance with ITEM 111 and will include in the text portion of the message the trailer number and the phrase “DCS required”.

f. En-route authorized door open or untether event. When a shipment is underway and the driver must open the door or untether the tractor for any reason, the driver will send a “U” message in accordance with ITEM 111 to inform DTTS personnel of the reason prior to opening the doors or untethering the trailer. DCS will remain enabled.

g. Military Secure Holding Installation/Activity. When a trailer is placed in a military secure holding/installation area, the driver will send an “M” status message in accordance with ITEM111. However, an “M” message will not be used when entering a military secure holding area at origin or destination. After sending the “M” status message the TSP will disable DCS prior to untethering the trailer. Prior to departing the DoD secure holding area installation/activity with DCS shipments, drivers will enter BL number(s) and trailer number and the phrase “DCS required” in the text of a “D” message. If any new shipments requiring DCS have been loaded on the vehicle or if a shipment departs with a different tractor, drivers will utilize the same procedures as stated in subparagraph d and e above.

h. Change in TSP equipment. Drivers will report any in-transit equipment transfer to different TSP equipment using a “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving a DCS shipment will follow loading procedures in subparagraph d above, while the driver of the tractor transferring the DCS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to identify the shipment(s) transferred. One of the “C” messages shall include an explanation of the reason for the transfer and a plain text location. If the losing tractor no longer has a DCS shipment, the TSP will disable DCS.

i. Disabling DCS. Upon arrival at the shipment’s final destination, the driver will send an Arrival/Awaiting Offload “A” status message in accordance with ITEM 111. DCS shall be disabled by the TSP after sending the “A” status message and prior to untethering the trailer and/or opening the doors.

k. At a minimum TSPs will ensure that position is reported on the initial enabling of DCS. DTTS reserves the right to require more frequent position updates when operational requirements dictate additional notification.

l. In the event the driver suspects a DCS equipment system failure while in-transit, the driver or dispatcher will immediately notify DTTS at the number provided in Section A, VIII, Table 1. DTTS Operators will coordinate two-hour status updates with the driver with a final status report upon delivery at the destination or arrival at a military installion/activity offering secure holding, whichever occurs first. These updates may be made by "U" message or by phone, as determined by DTTS. Updates will include verification that the trailer is tethered and the doors are closed. Two hour status updates may be utilized only to mitigate in-transit DCS failures. They will not be used to supplement non-functioning DCS equipment at origin. The defective transceiver shall be removed from the DTTS database and will not be reinstated until repairs or replacements are made and the system is tested (including emergency alerts) by contacting DTTS to verify the system is operational.

m. If the tractor location reporting fails, trailer location reporting shall be used as a backup and the trailer shall report its location at the same time interval the tractor had been reporting. Manual rules shall still apply, as the panic button is no longer available.

8. DCS VENDOR QUALIFICATION REQUIREMENTS AND STANDARDS:

a. DCSV Qualification Process: Any DCSV seeking to qualify as a DoD approved DCSV must be able to continuously support DoD's mission requirement to monitor the movement of DCS shipments 24-hours a day, 7 days a week, 365 days per year. In order to meet this fundamental qualification standard, the DCSV must possess the necessary technical and system redundancy, including at a minimum the following requirements:

(1) Redundant hardware and communication infrastructure and architecture in the DCSV's primary network operations center.

(2) A separate, fully functional, geographically dispersed contingency site that can demonstrate complete and separate capability to ensure continuous operations.

(3) A qualified technical staff available 24/7/365 with the expertise to provide assistance to any inquiry from the DTTS staff regarding an in-transit DCS shipment.

(4) Evidence of written certification that Sections 1-3 above are in place and available in support of the DTTS mission.

(5) Radiation to Ordnance (HERO). Electrical or battery powered equipment must be HERO certified. The DCSV is responsible to ensure HERO certification is obtained

prior to use. The DCSV shall be provided with SDDC points of contact to assist in the HERO certification process. The DCSV will provide all technical engineering specifications as requested.

(6) An interested DCSV will present its request for qualification, which sufficiently demonstrates the relevant equipment/system/functional capabilities to the DTTS Program Management Office (PMO) for review and analysis. If it is initially determined that a prospective DCSV system and functional capability may meet minimal DoD requirements and standards, the DTTS PMO will recommend a test phase.

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

(8) Upon successful completion of the test phase, the DTTS PMO will notify SDDC Special Requirements Branch in writing that the DCSV is approved for use by a TSP when both the test phase process is successful and HERO certification has been completed."

(9) Approved DCSV will be subject to audit by the DTTS PMO every two years to ensure compliance with the outlined requirements.

b. Standard Interface: The DCSV will use a data transfer method that conforms to current DoD information assurance requirements. Record layout shall be developed by the TGIS PMO in coordination with DTTS PMO to ensure data integrity. Contact TGIS PMO at https://tgis.sddc.army.mil for all interface questions and concerns.

c. DCSVs, as the suppliers of the DCS sensor technology, shall be responsible for:

(1) Providing support/training to the TSPs during the installation process.

(2) Providing the ability to DTTS to change trailer tracking location reporting frequency.

(3) Providing TSP access to a website to geographically display sensor data and training on website use, as needed.

(4) Configuring the application to only send exception messages upon door open/untether after the TSP has turned DTTS tracking on.

(5) Configuring the application to not send exception messages after the TSP has turned DTTS tracking off.

(6) Exception messages shall be generated immediately upon trigger and received by DTTS via the web service's XML interface within two minutes of trigger.

(7) The DCSV will send position reports during exceptions within two minutes upon trigger and subsequently every 5 minutes until DTTS personnel determine to stop receiving subsequent 5 minute position report. DTTS will have the ability to interrogate a trailer's position and sensor status when required by operational circumstances.

9. Service/Agency Installation Transportation Officers (ITO)/Transportation Officers (TO) and Joint Munitions Command (JMC) depot personnel, as agents representing their respective Service/Agency headquarters, shall be responsible for:

(a) Verifying AA&E shipment trailers are equipped with the DCS sensor technology.

(b) Documenting and reporting (as per the DTR Part II, Chapter 207, Carrier Performance) issues observed in the use of DCS sensors and incidents of TSP non-compliance with DCS sensor requirements.

(c) Maintaining TSP performance logs.

10. The TSP is responsible for properly installing and maintaining the HERO certified devices.

HERO certified devices shall be installed and operated in compliance with the engineering specifications documented in the HERO certification report specified for each model.

ITEM 109	SECURITY ESCORT VEHICLE SERVICE (SEV)

1. Security Escort Vehicle Service (SEV) is a TPS that requires a vehicle escort. A TSP who provides SEV will:

a. Provide an escort vehicle, such as an inconspicuous automobile or van, tractor, tractor-trailer (flatbed or van) combination, or straight-bed truck.

b. Be manned by two, unarmed SECRET-cleared (interim or final), licensed drivers.

c. Maintain constant and specific surveillance of the vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During in-transit stops, at least one of the escort vehicle drivers will maintain a constant, unobstructed view of the vehicle(s), either remaining in the escort vehicle or being within approximately 25 feet of cargo vehicle.

d. Ensure escort vehicle drivers will have a valid TSP furnished/contractor picture ID in their possession at all times.

2. Security escort vehicles shall be empty of any cargo, and the doors of the escort vehicle shall be sealed by the shipper and verified by the consignee.

3. In the event of an emergency, the SEV vehicle/driver may be used to move the freight or freight trailer(s) when specifically coordinated by DTTS.

4. A TSP will instruct escort vehicle drivers to remain clear of any cargo vehicle in the event the cargo vehicle comes under attack. Drivers will immediately contact the nearest state/local law enforcement agency and provide all relevant circumstances about the attack.

5. The BL shall contain emergency response instructions for both the cargo and SEV drivers. If a *force majeure* situation involving or affecting either vehicle occurs, drivers shall:

a. Immediately contact the nearest state/local law enforcement agency for emergency assistance.

b. Promptly contact DTTS.

c. If directed by DTTS, promptly escort the cargo vehicle(s) to a DoD installation/activity capable of providing secure holding.

6. Escort vehicles will, at all times, be equipped with two means of communications, as stated in Constant Surveillance and Custody Service, Item 101, in this section. These means of communication must be capable of contacting state and municipal agencies for emergency assistance, and for maintaining local two-way communication with TSP vehicles when necessary. Escort vehicle drivers will:

a. Keep two-way communications to a minimum.

b. Neither discuss the nature of the shipment(s) nor reveal its origin or destination.

c. Be trained in the operation and use of mobile communications unit.

d. Be responsible for its proper maintenance and serviceability of all communications equipment throughout the movement.

7. TSP and all drivers shall comply with the requirements of TSP Security Clearance Requirements, Item 1 and Driver Identification/Qualification Requirements, Item 7, in this section.

8. Required Training/Qualifications:

a. Must have a current, valid SECRET or Interim SECRET clearance (to include reinvestigation as needed).

b. Must be knowledgeable of secure-holding locations and DoD/Services procedures.

c. Must be HAZMAT qualified and trained under DOT Rules with a HAZMAT endorsement (initial and annual follow-up), and knowledgeable of hazards, safety precautions, and security aspects of the shipment (see Para. P.).

d. Must be over the age of 21 with one year of HAZMAT experience.

e. Knowledgeable of emergency response instructions (to include DoD and DOT response rules and requirements) for the specific commodity(ies) in the shipment.

f. Knowledgeable of state police emergency numbers along route.

g. Have the telephone numbers of DTTS and telephone numbers for DoD secure holding installations/activities along the approved state permitted route available.

h. Must have a TSP-furnished picture ID indicating affiliation with the TSP named on the BOL.

9. SEV personnel will not provide attendance for cargo and cargo vehicle unless specifically authorized or instructed by SDDC/DoD personnel, or in an emergency.

10. One SEV will escort one or two load carrying vehicles that are traveling together in unison along the same route from origin to destination. Only SDDC can grant an exemption to this requirement.

11. SEV will terminate once the shipment is authorized to enter the consignee/destination installation or installation receiving location.

12. A TSP may contract with other SDDC-approved munitions TSPs or an SDDC-approved contractor to provide SEV service. The TSP of record shall be solely responsible for billing for SEV services, payment of the other TSP/contractor, and performance of SEV service.

13. For all shipments under this item, the TSP will verify that the BL is annotated as follows: “Security Escort Vehicle Service Requested”.

14. SEV shall be subject to the following charges:

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

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

1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service (TPS) that provides DTTS with in-transit security capability to monitor the visibility of sensitive DoD shipments transported on commercial vehicles by using automatic vehicle location reports every 15 minutes, in-transit movement status changes, and emergency notification.

2. After becoming SDDC approved, TSP will contact DTTS Operations and Quality Branch Chief at the contact number provided in Section A, VIII, Table 1, to begin DTTS approval. The TSP will:

a. Use a DTTS approved SNS Vendor (SNSV).

b. Provide DTTS with:

1) Standard Carrier Alpha Code (SCAC)
2) Contact Information
3) Action Requested: (Add/Modify/Delete/Reregister)
4) Tractor Information: (Number/Year/Color/Make/Model/License Number & State/VIN/Tractor Type)

5) MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type)
6) Comments, if required

c. Register vehicles with DTTS as required in paragraph 3 below.

3. TSP vehicles equipped with SNS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the registration and testing procedures set forth below in subparagraph a-f. Successful registration and testing must occur prior to any TSP being authorized to transport DoD Arms, Ammunition and Explosives (AA&E) and Other Sensitive Material (OSM). TSPs must submit registration paperwork to the DTTS PMO via email or fax 24 hours prior to testing. Testing will occur during set hours. Contact the DTTS PMO for testing hours if needed. Submission of information to SDDC to perform registration will include:

a. Standard Carrier Alpha Code (SCAC)
b. Contact Information
c. Action Requested (Add/Modify/Delete/Reregister)
d. Tractor Information: (Number/Year/Color/Make/Model/License/Number & State/VIN/Tractor Type
e. MCT Information: (New/Old MCT Serial Number/Vendor/Unit Type
f. Comments, if required

4. The TSP is responsible for notifying law enforcement in the event of an emergency.

5. Unless a TSP's vehicle is in an authorized, protected environment (i.e military secure holding/installation), SNS equipment installed on TSP vehicles, including the panic button emergency alert feature, will provide 24-hour uninterrupted service. The TSP's SNS monitoring station shall be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with communication requirements outlined in Item 103, Dual Driver Protective Service (DDP). The TSP must ensure the SNSV provides continuous messaging and positioning service, including immediate notification of EMERGENCY button activations by drivers.

a. TSPs providing SNS on shipments to/from Alaska must utilize satellite equipment that has been modified to operate in the Northwestern Tier of Canada through use of the Shaw Tracking Network and the Anik F2 Satellite. Non-modified equipment will lose coverage in northwestern Canada and Alaska and does not meet the requirements to provide SNS.

b. Questions pertaining to specific units or coverage should be directed to the appropriate satellite vendor. Shippers may only utilize SNS TSPs with properly configured and modified satellite equipment for shipments to this region.

c. When SNS equipment installed on TSP vehicles fails to provide continuous, uninterrupted service, the TSP will conduct root cause analysis of identified SNS service failures. The TSP will provide SDDC Safety with a quarterly report to include TSP actions to correct deficiencies.

6. Each driver shall be equipped with a remote panic button along with one receiver per vehicle. Drivers will report an emergency by pressing the vehicle's emergency button or drivers' remote panic button. The vehicle's emergency button shall be located within easy reach of the driver and the remote panic button shall be located in each driver's possession.

7. If a driver needs to test an emergency button, a "U" status message (see paragraph 8.g below) shall be sent to DTTS at least 20 minutes prior to testing. Driver /dispatch will call DTTS at the contact number provided in Section A, VIII, Table 1 prior to testing.

8. The following provides tracking procedures and/or requirements:

a. To initiate DTTS Service:

(1) The vehicle driver shall begin DTTS tracking upon arrival at origin by enabling DTTS per SNSV instruction. This action will generate a "B" message to DTTS and initiates the required 15 minute position reports.

(2) The SNSV will provide the driver with "on-screen" verification ("DTTS ON") that DTTS service have been enabled. The driver will not send any other SNS messages or depart a protected environment until verification is received.

(3) Driver will position the satellite message display unit in a manner that allows the shipping inspector or other designated shipper personnel to observe the "DTTS On" message without having to climb aboard the cab of the vehicle.

b. Loading DTTS Shipment. The driver will send an "L" status message for new shipments subject to SNS tracking. The text portion of this message will include the shipment identification (i.e., BL number), trailer number, drom number, origin, and destination for each SNS shipment loaded. Origin and destination will include either military facility name and state or commercial company name, city and state. In the event this information exceeds the space provided for one text message, submit as many additional status "L" messages as necessary to convey all required information.

c. Departing Protected Environment. When departing point of origin, a DoD secure holding installation/activity, or from a location due to a delay status, the driver will provide DTTS with a "D" status message to include location. Status code "D" places the shipment into a movement status for DTTS. A "D" message code shall be used when previous shipment status would have been L, T,M, A, U, or O.

d. Secure Holding/Installation Activities. When entering an in-transit secure holding/activities, the driver will send an "M" status message. An "M" message will not be used when entering a secure holding/installation area at origin or destination. In the text portion of the message, the driver will provide activity name, area code and phone number and all bills of lading so that DTTS staff can call to obtain further shipment status information. Driver will indicate whether the load remains with the vehicle or is offloaded. Prior to departing the DoD secure holding installation/activity with SNS shipments, drivers will enter Bill of Lading (BL) number(s) on the vehicle in a "D" message. If any new shipments requiring SNS have been loaded on the vehicle, driver will utilize the same procedures as stated in subparagraph b and c above.

e. Change in TSP Equipment. Drivers will report any in-transit shipment transfer to different TSP equipment using the “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving an SNS shipment will follow loading procedures in subparagraph b above, while the driver of the tractor transferring the SNS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to identify the shipment(s) transferred. One of the “C” messages shall include an explanation of the reason for the transfer and a plain text location. If no SNS shipments remain on the vehicle, the driver will terminate DTTS service using the disable procedures set forth in subparagraph j. below.

f. Unusual Delay During Shipment. The driver will send a “U” status message explaining an unusual delay that occurs during shipment transit. Examples that qualify as a “U” situation include:

(1) Unusual Delay – Bad or severe weather, unexpected road closure, traffic accidents that shut down traffic, intransit inspection, or other similar types of circumstances that create an unexpected delay. The “U” message will explain the applicable reason or factual circumstances in the text portion of the message and give the exact location of the vehicle/shipment, i.e., truck stop, shop name, city and state.

(2) Mechanical Breakdown – Identify highway number, mile marker, and maintenance problem. The driver will immediately notify TSP dispatcher who in turn will notify DTTS at the contact number provided in Section A, VIII, Table 1. If the driver determines the “situation” meets the Emergency definition found in Section J, Appendix D, the driver will report the emergency by pressing the emergency button.

(3) Other - Provide information not covered under other status messages, such as estimated time of arrival at destination, fuel stop or driver break due to possible signal loss, alerts or explain emergency to DTTS.

g. Arrived, Awaiting Offload. When arriving at destination and awaiting offload, driver will send an "A" status message. In text portion of the message, provide activity name and phone number where the driver can be reached. Drivers must maintain signal with DTTS unless inside a gated DoD Military Installation. If inside a gated DoD Military Installation, drivers may turn off SNS until offload is complete and offload message is received by DTTS.

h. Offload at Destination. When shipment has been offloaded, driver will send an "O" status message. In text portion of the message, provide activity name and each BL delivered to that activity. If the initial "O" message this exceeds the space provided for one text message, the driver should submit as many additional status "O" messages as necessary to convey the required information.

i. To end SNS Service.

(1) After the last shipment has been offloaded, the driver will immediately disable **DTTS per SNSV instruction. This action will generate an "S" status message to DTTS.**

(2) Driver shall be provided with "on-screen" verification that DTTS service has been disabled.

k. Automatic "P" messages will alert DTTS of vehicle's current location. Positions reported shall be within one quarter mile of the actual vehicle location.

l. At a minimum TSPs will ensure that position is reported every 15 minutes whenever an SNS shipment departs a protected environment. While in authorized protected environments, it is the TSP's option to continue providing 15-minute vehicle updates. DTTS reserves the right to require a TSP to file more frequent updates when operational requirements dictate additional notification.

m. Failure of SNS equipment. If SNS equipment is not operating properly prior to departure from origin, the unit must be repaired before departing with the load. If SNS equipment or system fails while in-transit, the driver will immediately notify the TSP dispatcher, who in turn shall immediately contact DTTS at the number provided in Section A, VIII, Table 1. DTTS Operators will coordinate two-hour status updates with the driver with a final status report upon delivery at the destination or arrival at a installation/activity offering secure holding, whichever occurs first. These updates may be made by "U" message or by phone, as determined by DTTS. Updates will include current location and status. If repairs cannot be made or are not feasible, the defective unit shall be removed from the DTTS database and the equipment/SNS equipment will not be reinstated until repairs or replacement are made and the system tested as per paragraph 3 above.

9. SNS VENDOR (SNSV) QUALIFICATION REQUIREMENTS AND STANDARDS

a. SNSV Qualification Process: Any satellite vendor seeking to qualify as DoD-approved SNS vendor must be able to continuously support DoD's mission requirement to monitor the movement of SNS shipments 24-hours a day, 7 days a week, 365 days per year. In order to meet this fundamental qualification standard, the vendor must possess the necessary technical and system redundancy, including at a minimum the following requirements:

(1) Redundant hardware and satellite infrastructure and architecture in the vendor's primary network operations center.

(2) A separate fully functional, geographically-dispersed contingency site that can demonstrate complete and separate capability to ensure continuous operations.

(3) A qualified technical staff available 24/7/365 with the expertise to provide assistance to any inquiry from the DTTS staff regarding an in-transit SNS shipment.

(4) Evidence of written certification that Sections 1-3 above are in place and available in support of the DTTS mission.

(5) Hazards of Electromagnetic Radiation to Ordnance (HERO). Electrical or battery powered equipment must be HERO certified. The SNSV is responsible to ensure HERO certification is obtained prior to use. The SNSV shall be provided with SDDC points of contact to assist in the HERO certification process. The SNSV will provide all technical engineering specifications as requested.

(6) An interested vendor will present its request for qualification, which sufficiently demonstrates the relevant equipment/system/functional capabilities to the DTTS Program Management Office (PMO) for review and analysis. If it is initially determined that a prospective vendor system and their functional capability may meet minimal DoD requirements and standards, the DTTS PMO will recommend a test phase.

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

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

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

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

11. HERO Certification. Three critical steps must be accomplished prior to utilizing an electromagnetic radiation-emitting device on any trailer asset. These three steps are:

a. Certification: All electromagnetic radiating devices must first be certified by SDDC Safety.

b. Validation: All HERO-certified devices must be approved for use by the Naval Ordnance Safety and Security Activity (NOSSA), in the installed configuration on the trailer asset and proven to be within DoD safe operating parameters.

c. Documentation: Copies of all approved certifications will be maintained by SDDC as part of the SDDC TSP performance record; in turn, your company will receive a reply from SDDC that these steps were successfully completed. TSPs are encouraged to retain a copy of the certification report in their company records.

12. The TSP is responsible for properly installing and maintaining the HERO certified devices.

HERO certified devices shall be installed and operated in compliance with the engineering specifications documented in the HERO Certification Report specified for each model.

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

1. When DoD has a bona fide need for escorts/flagman/telephone service, and this service is requested or required by a shipper or regulatory agency, the applicable compensatory rates for escort vehicles/flagman/telephone service shall be:

a. MES(1) $____per mile per escort vehicle/flagman, subject to a minimum charge of MES(2) $____per escort vehicle/flagman. Charges will apply only to the mileage where the service is used.

b. When movement hours are restricted by a regulatory agency, TSP may include an overnight subsistence charge of MEN (1) $_____per night per flagman and/or escort vehicle driver.

c. When an escort vehicle or flagman is furnished by the state, county, or municipality, the TSP will advance the required charges, in accordance with Advancing Charges, Section A, VI, Para. A in this publication.

2. When requested, TSP will furnish mobile telephone(s) or two-way radio(s) at a charge of MET (1) $_____for each vehicle equipped. This charge will not apply when telephones/radios are required as part of a TPS described in this publication.

ITEM 115	EXTRA LIGHTS - OVERDIMENSIONAL LOADS (ELS)

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

ITEM 117	IMPACTOGRAPHS (IMP)

When requested by shipper or consignee, impactographs shall be provided at a charge of:

IMP(1) $_____per loaded mile per impactograph, subject to a minimum charge of
IMP(2) $_____per impactograph.

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

1. A shipment shall be considered over dimensional (height, length, width) or "overweight" based upon legal requirements when the height, width, length, or weight exceeds the measurements stated below, as determined by any state, or other government regulatory authority whose jurisdiction the shipment will travel. All DoD and non-DoD agencies requirements involving over dimensional freight service cannot be used in conjunction with voluntary tenders and must be submitted through the electronic spot bid application. If unable to satisfy requirements through the use of electronic spot then requirements will be submitted to HQ SDDC Special Requirements Branch for negotiation.

2. Dimension measurements include:

a. Height: 162 inches (13 feet 6 inches) measured from the ground to the highest point of the cargo after loading.

b. Length: 636 inches (53 feet). Over length dimensional charges will not be assessed for interstate/intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

c. Width: 102 inches (8 feet 6 inches)

Cargo that exceeds these measurements may require permits.

3. An overweight shipment consists of any non-divisible article that requires an excess weight permit for each interstate and/or intrastate movement. Maximum highway load

weight may vary from state to state. As a general rule, the maximum cargo weight that can be hauled legally without permits is 48,000 lbs (45,000 lbs on lowboy equipment). Federally mandated maximum weights for the National System of Interstate and Defense Highways and reasonable access thereto (IAW 23 CFR Part 658.17) states the following maximum weights:

a. 80,000 pounds gross vehicle weight (tractor + trailer + load)

b. 20,000 pound single axle weight

c. 34,000 pound tandem axle weight

Axle spacing is another consideration that must be taken into account when looking at Federal weight compliance. To protect bridges, the number and spacing of axles carrying the vehicle load must be calculated. Thus, a bridge weight formula is also applied to commercial vehicles in determining their compliance with Federal weight limits. The Federal bridge formula applies when the gross weight on two or more consecutive axles exceeds the limitations of the formula, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more.

W=500(LN/N-1 + 12N + 36); where W=overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds. L=distance in feet between the extreme of any group of 2 or more consecutive axles, and N=number of axles in the group under consideration.

ITEM 121	OVERDIMENSIONAL AND OVERWEIGHT PERMIT CHARGES

Charges.

1. Over dimensional freight service (520) will apply only to truckload shipments. Line haul transportation charges shall be based on the applicable truckload charge (rate qualifiers PL and PM), highest truckload minimum weight applicable to the equipment loaded by the shipper, or actual weight if in excess of the minimum weight, and accompanying truckload rate.

2. All relevant charges directly related to over dimensional/overweight freight shipments, including costs of any special permits toll charges shall be included as part of the negotiated rate or spot bid. TSP must retain valid receipts or documentation and/or permit charge receipts to support any over dimensional or overweight charges.

ITEM 123	RESTRICTED SPEEDS (RSS)

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

Table 123—Restricted Speed Charges

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

ITEM 125	SPECIAL SERVICES

1. Delays caused by the failure of the shipper to provide the following may be subject to Detention: Vehicle with Power Units, Item 21, in this section, without benefit of free time.

a. Sufficient clearance for all overhead wires in areas necessary for passage of equipment.

b. Removal of any physical obstructions, required for the passage of shipments.

c. Shoring.

d. Reinforcement of bridges, culverts, or roadways where necessary to provide for the safe passage of the load and equipment.

2. If TSP acts as an agent of the shipper or consignee performing any of the above actions in paragraph 1 of this item, TSP may submit an eBill for necessary charges.

ITEM 127	SURVEYING ROUTES (SRS) (Motor)

1. When requested, TSP will furnish necessary vehicle(s) and employee(s) or agent(s) to perform survey service for the safety of the shipment at a charge of:

a. SRS(l) $_____ per mile per vehicle, subject to a minimum charge of SRS(2) $_____ for each survey vehicle.

b. SRS(3)$_____ per mile per person, subject to a minimum charge of SRS(4) $_____ for each person.

2. SRS mileage is based on one-way mileage of the route followed by the survey vehicle(s).

I. GENERAL RULES FOR TANK TRUCK TRANSPORTATION

This part provides requirements a TSP will follow when providing rates for services offered when handling, storing, or transporting any type of DoD freight that requires tank truck transportation. The rules contained in this part shall be followed in order for TSP to continue as a SDDC approved TSP.

ITEM 129	ADVANCE LOADING SERVICE (ADL)

1. If requested by consignor, and annotated on the BL, that vehicle(s) shall be held in TSP possession after loading, at a place other than point of pick up or delivery, and not dispatched for immediate line-haul transportation, and the following conditions and charges will apply:

a. Time will start when the loaded vehicle arrives at the location where it is to be held and will continue until the loaded vehicle is released by consignor for line-haul transportation.

b. Each loaded vehicle is allowed 12 hours of free time.

c. Each vehicle in TSP possession after the expiration of free time shall be subject to a charge of ADL(1) $ _____ per 24 hour period, or fraction thereof, until released.

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

2. Application.

a. Any charges administratively determined to apply under this Item shall be in addition to all other applicable charges.

b. TSP who submit claims for ADL services are prohibited from charging for storage or detention.

c. TSPs shall provide for a credit allowance when a tank semi-trailer is provided by the DoD.

ITEM 131	ALLOWANCES (SPA)

1. An allowance of SPA(1) $_____per round trip, shall be shown on the freight bill and shall be subtracted from line haul charges.

2. TSP will assume all liability resulting from the possession, operation, and use of DoD equipment, except any liability resulting from defects noted in the DoD equipment prior to TSP assuming possession of the tank semi-trailer.

3. The TSP shall be responsible for returning DoD-provided semi-trailers to the shipper/consignee in the same condition as received, except for ordinary wear and tear.

4. When, through no fault of the TSP, a DoD-provided tank vehicle being used to transport a load is the proximate cause of a delay, any delay in excess of two hours for loading/unloading shall be charged for as provided for in detention: Vehicles with Power Units, Item 23 in this section, with no further free time being allowed.

ITEM 133	CARGO LIABILITY

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

ITEM 135	TRANSPORTATION SERVICE PROVIDER EQUIPMENT

1. For tank truck shipments, the TSP will furnish a tank vehicle(s) that meet applicable federal safety regulations in order to safely transport bulk cargo. The TSP shall be responsible for closing and securing all hatches and valves on the tank vehicle.

2. Each tank vehicle will have a clean interior, be free of product odor, substantially void of lint, and completely dry. All valves, including pop valves on the tank, shall be clean.

Each tank and all of its connections and gaskets shall be leak-free. Gaskets shall be void of product odor and contamination.

3. Each tank vehicle will have a clean exterior, free of any residual material, however it is not required that the tank vehicle be stain-free. Hose tubes and bumpers shall be clean and product odor free.

4. TSP will furnish proper hose equipment when required to accomplish pickup and/or delivery. See Hose (EDD/EDO/HOS/HOX), Item 147 for charges.

5. Equipment furnished for loading may be rejected if the shipper upon inspection considers the equipment unfit for transportation. Rejected equipment will not be subject to VFN charges.

6. Any equipment furnished for any shipment that possesses greater capacity than required by the government merely for the convenience of the TSP shall be provided at no additional cost to DoD.

ITEM 137	CIRCUITOUS ROUTING (CTR)

1. When CTR charges are based on distance, shipments requiring special permits shall be determined according to DTOD practical mileage.

2. When rates are based on other than distance and out-of-route mileage is mandated by law/regulation, excess mileage shall be subject to a charge of CTR(1)_____ per mile.

3. When CTR is used merely for TSP convenience, circuitous charges will not accrue, and transportation charges shall be calculated on shortest route mileage, regardless of mileage actually traveled.

ITEM 139	CLEANING (CLN)

In the event that DoD tenders to the TSP contaminated fuel, the TSP shall be entitled to a cleaning charge of its tank truck.

In such circumstances, the charge shall be CLN(1) $____per vehicle unit cleaned.

ITEM 141	COMPUTATION OF FREIGHT CHARGES

Except as provided in Minimum Loads/Gallons, Item 149, freight charges in DoD tenders governed by this publication shall be the higher rate of:

TSP rate multiplied by the minimum gallons stated in the tender; or TSP rate multiplied by the temperature-corrected gallons (see Definitions, Appendix D) placed in the vehicle

at the time of loading and shall be determined by the loading facility through either the use of temperature-compensating meters or by manual conversion in accordance with the appropriate tables in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS)' available for purchase at http://api-ep.api.org/.

ITEM 143	EXPEDITED SERVICE (EXP)

1. Unless otherwise specifically noted in this Item, the provisions set forth in EXP, Item 35, of this section, will apply to EXP for tank truck transportation.

2. Where line-haul rates are based upon a per hundredweight criteria, the EXP charge shall be the applicable line-haul rate at the highest minimum weight, or actual weight if greater, and increased 20 percent. Where line-haul rates are based upon a per mile or per vehicle used basis, the EXP charge shall be assessed at the line-haul rate plus 20 percent in addition to all other applicable charges.

ITEM 145	FRACTIONS

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

ITEM 147	HOSE (EDD/EDO/HOS/HOX)

1, TSP will provide either 2- or 3-inch hose (inside diameter) upon request of the shipper/consignee, and provision of such equipment is subject to the following conditions and charges.

a. Distance from the shipper's discharge point to TSP vehicle intake point exceeding 36 feet; or

b. Distance from the point of discharge of the TSP vehicle to consignee's intake point exceeding 36 feet, whichever is greater.

c. HOS(1) $_____per foot, subject to a minimum charge of HOS(2) $_____.

2. In circumstances where a specific hose is required due to special requirements of a shipment- e.g., chem-solv, stainless steel, teflon, or vitron--by the shipper and/or consignee, either 2- or 3-inch hose (inside diameter) meeting that specific need shall be provided by the TSP, and shall be subject to the following conditions and charges:

a. Distance from the shipper's discharge point to TSP vehicle intake point

b. Distance from the point of discharge of TSP vehicle to consignee's intake point whichever is greater.

c. HOX(1) $_____per foot, subject to a minimum charge of HOX(2) $_____.

3. When necessary for TSP to dispatch a service truck either to origin or destination in order to provide extra hose, the following additional charges will apply:

a. EDO(1) $_____per mile, or fraction, from origin and return to the terminal, subject to a minimum charge of EDO(2) $_____.

b. EDD(1) $_____per mile, or fraction, from the terminal to destination and return, subject to a minimum charge of EDD(2) $_____.

c. TSP will annotate BL with the terminal, origin, and destination SPLCs to verify mileage.

d. Driver of the service truck will assist in stringing, connecting, disconnecting, and picking up hose upon request.

4. Mileage shall be determined according to DTOD.

ITEM 149	MINIMUM LOADS/GALLONS

1. Except as provided in paragraph 4 below, if a TSP is unable to furnish vehicle or specifically requested by the shipper to handle the minimum gallons stated in the TSP tender, or if the TSP furnishes a vehicle that has a capacity, when loaded, of less than the minimum load/gallon calculation gallons stated in TSP tender, the minimum shall be the actual number of gallons loaded.

2. If a shipper requests a specific type of vehicle, and the quantity transported is less than the minimum gallons stated in TSP tender, the minimum gallon amount in the TSP tender will apply regardless of the capacity of the vehicle furnished.

3. When federal, state, or municipal laws (except regulations and/or specifications of the New York City Fire Department) limit gross weight of the vehicle that would prohibit loading of the minimum gallons stated in the TSP tender, the minimum amount that applies under this Item shall be the number of gallons permitted by applicable.

4. If the vehicle furnished by a TSP has a greater capacity than ordered or required by a shipper, the minimum gallons stated in TSP tender will apply.

ITEM 151	PICKUP AND DELIVERY

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

2. Except in circumstances that involve dropped tank trailers, TSP drivers are permitted to assist the shipper or consignee when pumping service is specifically requested by the shipper or consignee, under the rules specifically provided in Item 155, Pumping Service.

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

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

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

ITEM 155	UNASSISTED PUMPING SERVICE (PAJ)

1. If a TSP is requested to perform pumping service unassisted by a shipper or consignee, a pumping equipment charge of PAJ(1) $_____per gallon will apply, subject to a minimum charge of PAJ(2) $_____per shipment.

2. Charges shall be based on actual gallons pumped.

3. TSP will ensure that the unassisted pumping service is properly certified by the shipper or consignee and annotate on BL accordingly.

ITEM 157	REDELIVERY (RCL)

In the event that a TSP is required to perform redelivery, the TSP will notify the consignee no later than the next business day after delivery was attempted. A consignee, or HQ DESC Emergency Operations Center listed in Section A, VIII, Table 2, shall be notified immediately if delivery cannot be accomplished. Upon the TSP providing proper notice, if redelivery is not accomplished or if forwarding instructions are not furnished to TSP within 24-hours of the time of notice to the consignee, the shipment shall be subject to Storage charges in Section A, VI, Para. K of this publication.

ITEM 159	SEALING OF TANK VEHICLES

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

ITEM 161	SPLIT DELIVERY (SDL)

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

ITEM 163	SPLIT PICKUP (SPU)

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

ITEM 165	VEHICLES FURNISHED BUT NOT USED (VFN)

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

ITEM 167	WATERFRONT DELIVERY (WDS)

1. When a TSP makes deliveries to ships, boats or crafts, a charge of WDS(1) $ per hour or fraction will be assessed subject to a minimum of WDS(2) hours.

2. The time for waterfront delivery charges in paragraph 1 shall begin when the driver of a TSP advises the consignee that vehicle is located alongside ship and available for unloading. The time will end when released by the consignee. In the event that the total requirement for a shipment requires multiple deliveries within the same DoD installation or port, then all deliveries shall be considered as one delivery for the purposes of this item. All chargeable hours shall be annotated and certified on the TSP delivery ticket in writing by an authorized government representative.

RAIL TRANSPORTATION SERVICE PROVIDER RULES
SECTION C

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I. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes the general requirements for rail TSP engaged in the transportation of DoD freight. Rail TSP shall at all times comply with applicable federal statutes and regulations, or applicable state laws, when providing rail transportation on behalf of DoD.

As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1.

ITEM 169	CAR SUPPLY

1. TSPs shall neither require nor forbid the use of DoDX cars in a tender. Inclusion of such a provision shall render the tender null and void.

2. TSP are permitted to store cars on an installation, subject to obtaining prior approval from a designated and authorized site representative.

3. Notwithstanding the foregoing provisions, nothing in this item will require a TSP to accept a loaded DoDX car for transport when the rail car design does not conform to the Interchange Rules.

4. In the event that a TSP accepts a loaded DoDX car for transport, nothing in this item or in the tender shall permit a railroad to charge different rates or pay a different mileage allowance on a loaded DoDX car accepted for transport even though its design does not conform to the Interchange Rules.

ITEM 170	SHIPPER REQUIREMENTS AND RESPONSIBILITES FOR OPEN TOP LOADING

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

ITEM 171	DESCRIPTION OF ARTICLES AND INSPECTION

Freight charges shall be assessed according to proper description of the freight in question. TSP has the right to inspect any shipment to determine the applicable rate based on its tenders. When the articles of the shipment are considered by the TSP to be incorrectly described on BL, the TSP shall immediately notify the shipper of the discrepancy on the applicable BL, and notate that discrepancy on the BL.

ITEM 173	DRIVER INSTRUCTIONS

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

ITEM 175	PROPORTIONAL AND COMBINATION RATES

1. Proportional rates are limited to traffic destined to, or originating at, specific points or territories. Proportional rates shall apply when the entire movement is performed by a TSP, or by a TSP performing motor transportation incidental to the rail shipment for TOFC/COFC shipments. See Definitions, Appendix D for more information on proportional rates.

2. Combination rates are determined by combining rates set forth in different applicable tenders in order to construct a through rate from one point to another. These through rate combinations may also include security services. See Definitions, Appendix D for more information on combination rates.

3. A TSP will indicate in Section B of each tender whether rates and charges may be used as proportional rates only or whether such rates may or may not be combined with another rate.

ITEM 177	SUBSTITUTION OF FREIGHT CARS

1. When a car order is placed by transportation officer and the rail TSP is unable to furnish a car of the length and/or capacity ordered, the rail TSP, for its own convenience, may substitute a car of greater length and/or capacity; or may substitute two or more cars which equal or exceed the length and/or capacity of the car ordered. The cars replacing those ordered must contain the same equipment, i.e., with chain tie-down devices, as the cars originally ordered. For example, if a transportation officer orders two (2) 89-foot flatcars with chain tie-down devices, a rail TSP, for its own convenience, may substitute three (3) 60-foot flatcars with chain tie-down devices; or, as another example, a rail TSP may substitute two (2) 89-foot flatcars in lieu of one (1) bi-level car ordered. The freight charges shall be assessed on the basis of the car(s) ordered.

2. In order to differentiate between cars which are furnished for substitution and cars which are furnished to order, the transportation officer will annotate on the bill of lading both the size of the car(s) ordered and the size of the car(s) furnished. When shipments are to be made in closed cars exceeding 4,150 cubic feet capacity, both the length and

cubic capacity of the car(s) ordered and the car(s) furnished shall be shown on the bill of lading. The substituted cars shall be designated on the bill of lading by car numbers.

3. A TSP shall be prohibited from accepting rail car orders from any party other than SDDC's Fleet Management contractor, unless otherwise specified in writing by authorized SDDC personnel.

ITEM 179	SWITCHING AND TRANSFER SERVICES

TSP shall submit joint and/or single line tender rates that include all charges for switching, drayage, other transfer services (including river crossings or ferry service) at origin/destination, intermediate interchanges, and stations, for shipments handled through these intermediate points, which are not stopped for special services at those intermediate points or interchange stations.

II. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER RULES

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

ITEM 180	RAIL IN-TRANSIT VISIBILITY (RAIL ITV) REPORTING

1. All rail transportation service providers (TSPs) shall provide in-transit visibility (ITV) of cars of military interest on their tracks, in their bailment, or delivered by them to a point of loading or unloading.

2. Where particular circumstances (e.g. trackage rights, haulage, reciprocal switching, switching & terminal trackage, etc.) mean that paragraph 1 tasks two or more TSPs to provide ITV of the same car, only one TSP need provide ITV. The Government is neutral as to which TSP provides ITV, but will look to the tendering TSP, or, if no tender is involved, the TSP having bailment, to correct the situation if ITV is not provided or is repeatedly provided incorrectly.

3. "Cars of military interest" are those cars that meet one or more of the following:

a. Cars, loaded or empty, and locomotives with DoDX, USAX, USNX, or DAFX reporting marks.

b. Loaded cars moving to or from a military installation.

c. Cars loaded by a military shipper.

d. Cars loaded with the following Standard Transportation Commodity Codes (STCCs) being reported on the Bill of Lading:

19 *** **

34 411 18

35 484 20

36 612 40

37 114 **

37 324 20

41 111 12

41 111 52

41 111 54

41 111 70

41 117 10

e. Empty cars nominated for loading or moving to be loaded on a military installation or by a military shipper.

4. Rail TSPs shall have no obligation to provide ITV for:

a. Movements after cars are reported as "Placed to Patron," i.e., on installation movements.

b. Intermodal movements when commercial terminals are used for both loading and unloading.

5. Reporting of rail ITV by TSPs shall be performed by using Car Location Messages (CLMs). TSPs may provide CLMs directly, through Railine Corporation, or through Value-Added Resellers (VARs). The CLM format to be reported is "Y – Custom ETA with Years."

6. CLMs shall be delivered to IP 144.100.70.17 using Secure File Transfer Protocol (SFTP) or other mutually agreeable secure means of transmission.

7. If batched, CLMs shall be delivered at least every 4 hours between the hour and quarter past the hour at 0200, 0600, 1000, 1400, 1800, and 2200 CST.

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

1. When requested by shipper, line haul rates submitted in a rail tender for vehicles and Military tractor tanks shall include blocking, bracing, and tie down (including materials and inspector) services on railcars.

2. In these circumstances, a TSP will complete section F(2) of the 364-R tender by entering BLK (1) and enter zeroes in the "Charge."

ITEM 183	COMPUTATION OF TANK CAR FREIGHT CHARGES

1. The applicable freight charges for tank car shall be considered to be the greater of (except for those circumstances specifically provided for under the Exception provision in paragraph 2):

a. The amount computed by multiplying the rail TSP rate by the minimum gallons stated in a TSP's applicable tender.

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

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

ITEM 185	CRANE AT ORIGIN (500)

The type of crane at origin of a shipment shall be determined by the specific requirements of the applicable shipment by the shipper. (i.e. weight of shipment/item). When requested by a shipper, a TSP will provide crane service.

Charge: 500 (1) $ Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 187	CRANE OPERATOR AT ORIGIN (505)

When requested by a shipper, a TSP will provide a qualified crane operator at origin for the period (based on hours of operation) requested by a shipper.

Charge: 505 (1) $____Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 189	CRANE AT DESTINATION (495)

The type of crane at destination shall be determined by the specific requirements of the shipment. (i.e. weight of shipment/item) as determined by the consignee. When requested by the consignee, TSP will provide crane service.

Charge: 495 (1) $____Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 191	CRANE OPERATOR AT DESTINATION (490)

When requested by consignee, a TSP will provide a qualified crane operator at destination for the period (based on hours of operation) specified by the shipper.

Charge: 490 (1) $____Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 193	DEDICATED SWITCH ENGINE AT ORIGIN (LME)

A TSP will provide a dedicated switch engine to move railcars at origin upon request by the shipper.

Charge: LME (1)_____Per engine, per day. Option: Enter "$0.00" to perform at no charge.

ITEM 195	DEDICATED SWITCH ENGINE AT DESTINATION (LMD)

TSP will provide a dedicated switch engine utilized to move railcars at destination upon request by the consignee.

Charge: LMD (1)_____Per engine, Per day. Option: Enter "$0.00" to perform at no charge.

ITEM 197	DEDICATED SWITCH ENGINE CREW AT ORIGIN (LTE)

When requested by a shipper, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at origin.

Charge: LTE (1) $____Per shift, of eight hours work. Option: Enter "$0.00" to perform at no charge.

ITEM 199	DEDICATED SWITCH ENGINE CREW AT DESTINATION (LFD)

When requested by a consignee, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at destination.

Charge: LFD (1) $_____Per shift, of 8 hours' work. Option: Enter "$0.00" to perform at no charge.

ITEM 201	DEMURRAGE (STRAIGHT) (DEM)

1. A TSP's notice of arrival shall be provided to the consignee within 24 hours (except Saturday, Sunday or holidays) of actual arrival time. When required notice of arrival is not given within 24 hours of arrival, time shall be computed from the first 12:01 AM after notice was actually given or after placement, whichever is earlier. The notice to be provided to the consignee will include:

   a. Car initials and number

   b. Commodity

   c. Points of shipment

   d. Hold point, if the rail car is constructively placed short of the billed destination

2. Free time shall be computed from the first 12:01 AM after actual or constructive placement, subject to a "Do not deliver before" requirement in the solicitation and BL. Saturday, Sunday and holidays shall be excluded in computing free time. Free time shall be allowed for each car as follows:

   DEM (1)_____hours for loading.

DEM (2)_____hours for unloading.

3. After expiration of free time, the following charges per car per day or fraction thereof shall be assessed until car is released.

DEM (3) $_____for each of the first four days.

DEM (4) $_____for each of the next two days.

DEM (5) $_____for each subsequent day.

4. Termination of Demurrage.

a. Demurrage will terminate when a shipper or a consignee notifies authorized rail personnel of the TSP that the rail car is available. The shipper or consignee will provide information to the TSP that includes the identity of the shipper or consignee, party furnishing the data and car initial and number. A TSP shall maintain information provided by the shipper or consignee, as well as the date, time of receipt, and identity of party receiving the information. The recorded date and time will govern release of car.

b. When the consignor or consignee cannot furnish the required information because of authorized personnel of the railroad not being on duty to accept the information, the consignor or consignee will have until 9:00 AM of the next day on which the railroad has such personnel on duty to furnish advice as to when the car was made available and the car shall be considered released at the date and time it was loaded or unloaded and made available to the railroad.

5. When the same car is unloaded and reloaded, each transaction shall be treated as independent of the other. In such circumstance, free time for reloading will not begin until 12:01 AM after completion of unloading and notification is given to railroad IAW paragraph 4 above.

6. Time for loaded or empty cars delivering on interchange tracks where DoD/contractor personnel perform the switching shall be computed beginning at 12:01 AM after actual or constructive placement occurs, and shall continue until the rail cars are returned to the same or another interchange track and notification is given IAW paragraph 4 above.

7. When a railroad provides two or more cars for its own convenience in lieu of the car(s) ordered by a shipper, any demurrage charge that might accrue shall apply only to the number of car(s) actually ordered.

8. Under no circumstances shall a TSP charge demurrage charges in situations where the railcars are DoD owned or DoD leased cars, and rail cars are located on DoD owned or DoD contractor-owned rail tracks

9. When DoD owned rail cars are located on railroad owned tracks for the convenience of the railroads, that period shall be eliminated when computing demurrage charges. DoD owned cars that are located on railroad-owned tracks at the request of shipper or consignee shall be subject to demurrage charges as provided in this item.

10. When a TSP is unable to load, unload, receive, or dispatch to another railroad because of a railroad strike, the following will apply:

a. The time from 12:01 AM after interference begins until 12:01 AM after interference ceases shall be excluded by TSP when computing and filing a claim for demurrage.

b. The time immediately preceding and time immediately subsequent to the interference shall be consolidated into one period of detention.

c. When by reasons of delay or irregularity in filling orders, or as the result of an act or neglect of the railroad or because of weather interference described in paragraph 11 below, cars are bunched and placed for loading or unloading in accumulated numbers in excess of the daily placing as ordered or in excess of the number daily received, the Government shall be allowed such free time for loading or unloading as it would have been entitled to had the cars not been bunched. A claim, in writing, within thirty (30) days of receipt of demurrage bill must be presented to the railroad, certifying initial and number for each car in the bunching claim.

11. In circumstances where severe weather conditions (floods, earthquakes, hurricanes, tornadoes, or similar “acts of God”) make it impractical or otherwise, impossible to load or unload a shipment, the duration in time of the severe weather condition shall be eliminated in computing demurrage, provided the shipper/consignee advises the railroad/TSP of the nature and expected duration of the weather interference at or/prior to the time the rail car is released.

12. In circumstances involving abnormal traffic patterns or unusual scenarios, the applicable demurrage provisions for facilities and shipment that require specifics considerations shall be negotiated in advance between authorized representatives of SDDC and the TSP.

ITEM 203	DRAYAGE AT ORIGIN (DPE)

When requested by a shipper, a TSP will provide the labor/drayage services at origin to transport equipment to designated location.

Charge: DPE (1) $____Per Vehicle. Option: Enter "$0.00" to perform at no charge.

ITEM 205	DRAYAGE AT DESTINATION (DPD)

When requested by a consignee, a TSP will provide the labor/drayage services at destination to transport equipment to designated location.

Charge: DPD (1) $____Per Vehicle. Option: Enter "$0.00" to perform at no charge.

ITEM 207	EMPTY CARS ORDERED BUT NOT USED (ECS)

1. A TSP shall be entitled to submit an invoice charge for a railroad-furnished (car that was ordered by a shipper/consignee but not used, but such charges shall only be owed if the order for those empty rail car(s) was not canceled prior to car commencing movement.

2. The provisions of this item shall not be applicable to:

a. Where a rail car is located at the time of the order at rail yard(s) or storage track(s) that service the shipper's facility;

b. Where rail cars are moved or are placed merely for the convenience of the TSP, or where the rail car is refused by a shipper as unfit for loading or in a defective mechanical condition.

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

ITEM 209	FREIGHT ALL KINDS - STCC NUMBER 4611125

1. Freights All Kinds (FAK) consists of commodities TSP offer to transport at one inclusive rate or charge in their tender.

2. The following listed commodities are prohibited from being included as FAK:

a. Narcotics and dangerous drugs
b. Ammunition and explosives (Class 1)
c. Radioactive materials
d. Etiologic agents
e. Crated household goods or personal effects
f. Live animals
g. Bulk commodities
h. Corpse(s)
i. Currency
j. Coins
k. Precious metals
l. Food, fresh, frozen, or requiring refrigeration or other protective service
m. Postage stamps or stamped envelopes
n. Military tractor tanks and tracked vehicles
o. Hazardous materials and hazardous waste
p. Railway equipment moving on own wheels not in interchange service
q. Military impedimenta in exercise movements or troop movements
r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
s. Vehicles (self-propelled)
t. Engines
u. Missiles or Rockets

3. A TSP that files FAK tender rates may not restrict the application of such rates to certain commodities. All rate tender filling FAK rates under the description "Freight All Kinds" (46111125) shall be understood to include any commodities except those items specifically excluded in the list above.

4. Except as otherwise required by regulation or applicable law, shipments that are described on BLs as FAK (4611125) will not be described in any further detail concerning the specific commodity involved for that particular shipment.

5. Shipments that contain both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of a TSP assessing charges, and therefore such shipments shall be subject to the Mixed Shipment rule, Item 235, within this section.

ITEM 211	FREIGHT ALL KINDS - STCC NUMBER 4611121

1. Freight All Kinds (FAK), STCC Number 4611121, which includes crated household goods or personal effects, consists of those commodities a TSP offers to transport at one inclusive rate or charge.

2. The following commodities may not be included as FAK:

a. Narcotics and dangerous drugs
b. Ammunition and explosives (Class 1)
c. Radioactive materials
d. Etiologic agents
e. Live animals
f. Bulk commodities
g. Corpse
h. Currency
i. Coins
j. Precious metals
k. Food, fresh, frozen, or requiring refrigeration or other protective service
l. Postage stamps or stamped envelopes
m. Military tractor tanks and tracked vehicles
n. Hazardous materials and hazardous waste
o. Railway equipment moving on own wheels not in interchange service
p. Military impedimenta in exercise movements or troop movements
q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
r. Vehicles (self-propelled)
s. Engines
t. Missiles or Rockets

3. TSP moving FAK under this Item must comply with Item 209, paragraphs 3-5.

4. DPM shipments transported under FAK STCC 4611121 shall be released at full value (FRV) replacement for loss/damage of the shipments while in their possession. FRV liability is the equal to greater of; (1) $5,000 per shipment or (2) $4.00 x the net weight of the household goods shipped or $4.00 x the gross weight of the unaccompanied baggage shipped, in pounds not to exceed $50,000.

ITEM 213	FREIGHT ALL KINDS - STCC NUMBER 4611123

1. Freight All Kinds (FAK), STCC number 4611123, consists of those commodities a TSP offer to transport at one inclusive rate or charge.

1. The following commodities may not be included as FAK:

   a. Narcotics and dangerous drugs
   b. Ammunition and explosives (see paragraph 3 below for exception)
   c. Radioactive Materials
   d. Etiologic Agents
   e. Crated household goods or personal effects
   f. Live Animals
   g. Bulk Commodities
   h. Corpses
   i. Currency
   j. Coins
   k. Precious Metals
   l. Food, fresh, frozen, or requiring refrigeration or other protective service
   m. Postage stamps or stamped envelopes
   n. Military tractor tanks and tracked vehicles
   o. Railway equipment moving on own wheels not in interchange service
   p. Military impedimenta in exercise movements or troop movements
   q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
   r. Vehicles (self-propelled)
   s. Engines
   t. Missiles or Rockets

3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.

4. Must comply with Item 209, paragraphs 3-5.

ITEM 215	FREIGHT ALL KINDS - STCC NUMBER 4611122

1. FAK, including crated household goods and personal effects, consists of those commodities TSP offer to transport at one inclusive rate or charge.

2. The following commodities may not be included as FAK:

   a. Narcotics and dangerous Drugs
   b. Ammunition and Explosives (see paragraph 3 below for exception)
   c. Radioactive Materials
   d. Etiologic Agents
   e. Live Animals
   f. Bulk Commodities
   g. Corpses

h. Currency
i. Coins
j. Precious Metals
k. Food, fresh, frozen, or requiring refrigeration or other protective service
l. Postage stamps or stamped envelopes
m. Military tractor tanks and tracked vehicles
n. Railway equipment moving on own wheels not in interchange service
o. Military impedimenta in exercise movements or troop movements
p. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
q. Vehicles (self-propelled)
r. Engines
s. Missiles or Rockets

3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.

4. Must comply with Item 209, paragraphs 3-5.

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

ITEM 217	INCENTIVE SCHEDULED DELIVERY (GDS)

1. Incentive Scheduled Delivery (GDS) is a service offered by the TSP on their voluntary tender that guarantees on time arrival of the shipment. Failure to meet RDDs does not normally establish grounds for recovery of damages resulting from late delivery of a TSP.

2. A TSP who wishes to offer guaranteed delivery service in their tender shall complete the paragraph set forth below, and forward to the installation requesting GDS. A copy of the below statement will also be sent by e-mail to usarmy.scott.sddc.mbx.omb-for – negotiations-team. The statement will include origin, destination and tender number that would be applicable to the guaranteed delivery service.

Shipments under this tender have a normal transit time from origin to destination of GDS (1)_____days, including the day of departure and day of arrival. Shipments that have been designated by origin and destination under this tender are guaranteed to arrive within a transit time of GDS (2)_____days, which shall include the day of departure and day of arrival. In the event a portion or all of the shipments under this tender, have a longer transit time than stated in GDS (2), the TSP agrees that GDS charges shall be reimbursed to the shipper through the currently authorized Third Party Payment System (TPPS) for an amount equal to twice the amount of the base transportation charges for the late shipments. This guarantee is provided at an added charge of GDS (3) $_____per car for all cars moved under the tender.

3. The TSP shall tender the executed statement set forth above and agree to provide GDS service prior to pickup of any shipment(s), as agreed upon and coordinated with shipper. TSP may agree on its own to service after shipment has been picked up. If GDS is requested by shipper after the initial TSP accepts delivery at origin, and the shipment is now with and interlining TSP, interlining TSP may bill a separate and independent bill under the currently authorized TPPS. If interlining TSP bills for GDS, documentation, by BL and railcar number, of what car received this service shall be provided by the interlining TSP.

ITEM 219	HEATER/REFRIGERATOR SERVICE (HRS)

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

2. Conditions:

a. Any temperature specified by the shipper to protect the contents of the shipment concerning a certain temperature, or a temperature range, shall be maintained by TSP during the entire shipment.

b. When two, TSP-owned trailers/containers are substituted for a refrigerator car ordered by the shipper, TSP may only charge for the refrigerator car that was ordered.

c. Any detention of rail cars that are equipped with mechanical temperature controlling devices are subject to the free time and demurrage provisions set forth in Item 203 of this part. Detention of trailers or containers in TOFC/COFC service equipped with mechanical temperature controlling devices are subject to the free time and detention provisions in Detention of Vehicles, Item 253, in this section.

3. Charges. When heater or refrigerator service is provided, charge shall be as follows:

HRS (1) $_____per highway mile, subject to a minimum charge of

HRS (2) $_____per conveyance.

ITEM 221	IDLER CAR (IDC)

TSP tenders for shipments that require one or more idler cars may provide for an accessorial service charge of IDC (1) per idler car in addition to other applicable transportation charges.

ITEM 223	INTERNATIONAL STANDARD ORGANIZATION (ISO) CONTAINER SHIPMENTS

1. For shipments involving International Standard Organization (ISO) container shipments, not more than four ISO containers are permitted to be loaded on flat cars that do not exceed 89-feet, 4-inches in length. If TSP is unable to furnish a sufficient number of rail cars to transport four containers, the TSP may furnish rail cars with less than four positions. Charges shall be assessed on the shipment as if a sufficient number of four position cars were furnished. Example: For a shipment of 12 ISO containers, a TSP is permitted to furnish four, 3-position cars in lieu of three, 4-position cars, however charges shall be assessed as if three, 4-position cars were furnished.

2. These movements will apply only from/to private sidings or locations where facilities exist.

ITEM 225	LOADING (LDA)/UNLOADING (LDL) BY TRANSPORTATION SERVICE PROVIDER

When Loading (LDA) or Unloading (LDL) services are requested by a shipper, TSP will ensure cargo is properly loaded and/or unloaded in a safe manner. This item shall apply to shipper requests to load/unload freight, as well as instances where the shipper requests that the TSP load vehicles under their own power onto a rail car.

TSP requested to load freight or drive vehicles under own power onto railcars—Charge: LDA (1) $_____Per Car. Option: Enter "$0.00" to perform at no charge.

TSP requested to unload freight or drive vehicles under own power off railcars—Charge: LDL (1) $_____Per Car. Option: Enter "$0.00" to perform at no charge.

ITEM 227	MATERIALS (AAM)

1. A TSP will provide proper materials to safeguard and protect DoD freight. TSP are required as a matter of law to utilize specified materials for certain shipments pursuant to applicable safety regulations concerning federal safety regulations concerning the blocking, bracing and tie-down of freight.

2. TSP will ensure materials provided (to include pallets, crates, boxes, reels, dunnage, frames, and cleats) meet the phytosanitary requirements stated in DoD 4140.01-M-1.

3. Charge: AAM (1) $____Per Car. Option: Enter "$0.00" to perform at no charge.

4. This Item is intended to authorize a charge for the material to secure the freight in accordance with AAR rules, when the material is not supplied by the shipper.

ITEM 229	MILEAGE ALLOWANCES

The mileage allowances set forth in the Freight Tariff RIC 6007-M, "Mileage Allowances and Rules Governing the Handling and Payment of Mileage: Also Charges on Cars of Private Ownership" issued by American Short Line and Regional Railroad Association, shall be the minimum standard that shall be accepted by DoD for use of DoD owned rail cars. The following provisions shall apply to cars lettered DoDX, USAX, USNX, or DAFX:

1. Mileage allowances shall be paid for all mileage of all movements, loaded or empty, which generate any transportation revenue for the TSP.

2. Mileage allowances shall be paid at specified rates in US dollars, regardless of where the mileage is accumulated.

3. Mileage allowance shall be paid per actual revenue mile as follows:

CAR SERIES	$ Per Mile	Type of Cars
900-905	$0.50	Cabooses
1000-19000	ASLG 6007	Tank Cars
20000-29499	$0.30	Box Cars
29500-29508	$1.00	Refrigerator Cars
29509-29999	$0.30	Box Cars
30000-35999	$0.50	Flat Cars, Varied
36000-36999	$1.00	Flat Cars, Refrigerated Containers
37000-39999	$0.50	Flat Cars, Varied
40000-40999	$0.50	68 ' Flat Cars, chain tie-down, COFC
41000-49999	$0.30	Flat Cars, Chain tie-down, COFC

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

ITEM 231	MILITARY TRAFFIC EXPEDITING SERVICE (MTX)

1. Military Traffic Expediting Service (MTX) provides the US Government with intransit visibility (ITV) by linking a specific military shipment on a specific rail car with associated Car Location Messages (CLMs). CLMs are generated by the railroads for all cars, loaded or empty, as they move. MTX is mandatory for all DoD rail shipments

2. MTX is an automated ITV tracking service provided by the TSP for the military carload shipments of unclassified cargo, which do not require seals or terminal inspections. MTX service shall be provided automatically by the TSP without cost.

3. TSP has the option to reject a shipment if BL indicates MTX service has not been requested for shipments, which require RIS.

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

1. This item shall not apply to mixed shipments tendered as Freight All Kinds (FAK). When a number of different articles are consolidated for shipment at one time, the appropriate charges shall be assessed at the actual or authorized weight and rate applicable to each specified article.

2. The minimum weight shall be applied to the largest article and any deficit shall be charged at the tender rate applicable to the smallest article.

3. In no event shall the total charges on a mixed shipment exceed the charges that would have applied had articles been shipped separately.

4. Charges for mixed shipments shall be determined according to schedule in tender section of this publication.

ITEM 235	PORTABLE RAMPS AT ORIGIN (PRO)

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

Charge: PRO (1) $____Per Ramp, complete. Option: Enter "$0.00" to perform at no charge.
PRO (2) $____Per Bi-level Ramp, complete. Option: Enter "$0.00" to perform at no charge.

ITEM 237	PORTABLE RAMPS AT DESTINATION (PRD)

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

Charge: PRD (1) $____Per Ramp. Option: Enter "$0.00" to perform at no charge.
PRD (2) $____Per Bi-level Ramp, complete. Option: Enter "$0.00" to perform at no charge.

ITEM 239	RELEASE VALUE RATES

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

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

1. Line haul rates in TSP tenders may include the return of empty containers and/or pallets, (RMC), subject to the following conditions:

a. Not less than two inbound shipping documents shall be provided to an inbound TSP with a BL covering a return movement.

b. The BL governing the return shipment of empty containers and/or pallets will indicate which car(s) contains empty containers and/or pallets.

c. Charges for stop-off in transit, reconsignment or diversion will not be permitted on return movements of empty containers and/or pallets (RMC).

2. For more specific information concerning tendering a rate for services for RMC, a TSP will refer to Section A, IV, Completing a SDDC 364-R Tender, for instructions. Option: Enter "$0.00" to perform at no charge.

ITEM 243	SECURE AND RELEASE LOADS (UBL)

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

a. UBL (1) Secure chain tiedown loads, including supplying missing shackles and rings.

b. UBL (2) Secure non-chain tie-down loads, including supplying all locking and bracing materials.

c. UBL (3) Releasing chain tie-down loads, including stowing chains so they do not get run over or fall outside of car.

d. UBL (4) Releasing non-chain tie-down loads, including removing all blocking and bracing materials.

2. Charges:

a. Charge: UBL (1) $_____Per car. Option: Enter "$0.00" to perform at no charge.

b. Charge: UBL (2) $_____Per Car. Option: Enter "$0.00" to perform at no charge.

c. Charge: UBL (3) $_____Per Car. Option: Enter "$0.00" to perform at no charge.

d. Charge: UBL (4) $_____Per Car. Option: Enter "$0.00" to perform at no charge.

ITEM 245	TECHNICAL ASSISTANCE FOR LOADING RAILCARS (RDH)

When requested by a shipper, a TSP may furnish an adviser/instructor who provides technical assistance for loading railcars (RDH) by training government personnel regarding the proper/correct procedures according to federal regulations concerning loading and/or securing freight onto railcars. Under this item, the advisor/instructor shall not perform any other physical function involving loading/unloading freight on railcars.

Charge: RDH (1) $____Per Job. Option: Enter "$0.00" to perform at no charge.

ITEM 247	WEIGHT ALLOWANCES

1. The term "dunnage" includes any items commonly referred to as temporary blocking, flooring, lining, racks, standards, strips, stakes or similar bracing or supports that are not part of a shipping package, container or conveyance.

a. Gross weight of shipments and actual dunnage weight shall be stated separately.

b. Shipments that are loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) shall be provided an allowance for the actual weight of dunnage, which shall not to exceed 2,000 pounds per car in the shipment.

c. Shipments that are loaded in ISO containers or trailers/containers on flat cars (TOFC/COFC) shall be provided an allowance for the actual weight of dunnage, which shall not to exceed 500 pounds per ISO containers, trailer, or container.

d. Any actual weight of dunnage that exceeds the maximum limitations set forth in paragraphs 1b and 1c above shall be assessed for the weight of the dunnage at the cost of transporting the cargo. If a mixed shipment is involved, the actual weight of any excess dunnage shall be assessed at rates applicable to lowest rated article in the shipment.

e. In no event shall any allowance be made for dunnage used in connection with bulk freight in closed cars at rates applicable to the article being transported.

2. The term "pallets" as used in this item shall include items commonly referred to as pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

a. Gross weight of shipments and actual pallet weight must be stated separately.

b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) shall be provided an allowance for the actual weight of pallets, which shall not exceed 2,000 pounds per car in the shipment.

c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC) shall be provided a weight allowance for the actual weight of the pallets, which shall not exceed 800 pounds per ISO containers, trailer or container, and which shall be also subject to a maximum weight allowance of 2,000 pounds per car for the shipment.

d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b and 2c above shall be assessed at the rates applicable to article being transported. For mixed shipments, the excess weight shall be assessed at rates applicable to lowest rated article in shipment.

e. When material that is not part of the pallet is utilized to protect the top of lading or to otherwise secure the load of the pallet, an allowance shall be made for weight of the pallet but not for the weight of the material.

2. The term "pallets" as used in this item shall include items commonly referred to as pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

a. Gross weight of shipments and actual pallet weight must be stated separately.

b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) shall be provided an allowance for the actual weight of pallets, which shall not exceed 2,000 pounds per car in the shipment.

c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC) shall be provided a weight allowance for the actual weight of the pallets, which shall not exceed 800 pounds per ISO containers, trailer or container, and which shall be also subject to a maximum weight allowance of 2,000 pounds per car for the shipment.

d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b and 2c above shall be assessed at the rates applicable to article being transported. For mixed shipments, the excess weight shall be assessed at rates applicable to lowest rated article in shipment.

e. When material that is not part of the pallet is utilized to protect the top of lading or to otherwise secure the load of the pallet, an allowance shall be made for weight of the pallet but not for the weight of the material.

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

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

ITEM 249	CUSTOMS OR IN BOND FREIGHT

1. A TSP may charge for those Customs or In-Bound Freight fees that have been actually incurred for customs or in-bond clearance of a shipment, subject to the provisions of this publication.

2. Any shipment that is detained or held in TSP possession in order to comply with customs or in-bond clearance requirements may be subject to charges listed in Detention of Vehicles, Item 253, in this section, Storage of Vehicles, Item 283, in this section. For the purposes of this section, the term "vehicle" is defined as a trailer on flat car (TOFC) or COFC (Container on Flat Car).

3. When applying the storage rules and related charges in connection with a shipment, TSP shall be required to immediately notify the Deputy Collector of Customs that shipment is available for customs inspection, and such notification shall be interpreted as representing shipment delivery for the purpose of storage charges only.

4. A TSP may not charge Customs or In-Bound Freight fees from foreign countries where DoD has existing agreements for duty-free entry of military cargo for U.S. visiting or permanently assigned forces. If necessary, DoD personnel will complete all documentation associated with clearing foreign customs and provide copies to TSP upon request.

ITEM 251	DETENTION OF VEHICLES (DTB)

1. Detention of Vehicles (DTB) shall apply where trailers/containers that are railroad owned or railroad-leased are delayed at a shipper/consignee location or at ramp awaiting pickup by shipper/consignee, to the following conditions:

a. Arrival notification must be provided to the consignee during normal operating hours.

b. In no event shall less than 48-hours free time be permitted per vehicle. Where a number of railroad-owned or railroad-leased vehicles are made available by a TSP on the same date, the free time permitted shall be governed under the table below. If a shipper/consignee is unable to load/unload all vehicles within the free time allotted, chargeable time shall begin on the next 11:59 PM after termination of that free time terminates, excluding Saturday, Sunday, and Holidays. No other provision for the adjustment of free time due to bunching of railroad-owned or railroad-leased cars shall be permitted.

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

c. The Government shall be allowed free time to perform loading/unloading functions at a normal rate when cars are bunched and placed for loading/unloading, when the number of cars exceeds the number of railcars ordered or received daily due to the TSP's delay in completing or processing orders, an act or omission or neglect of a TSP that directly leads to the bunching of rail cars or weather interference.

d. Computing time for charges.

(1) Door-to-Door Service. Computation of time will terminate when a shipper acknowledges that the railroad vehicle is loaded and ready for movement or when consignee acknowledges that the railroad vehicle is unloaded and ready for movement.

(2) Ramp-to-Ramp Service. Computation of time will terminate when:

(a) An empty vehicle is delivered to the TSP.

(b) A loaded vehicle with billing instructions is delivered to the TSP.

(c) Forwarding instructions are given to the TSP with proper billing instructions.

e. Detention Charges.

(1) Where a railroad-owned or railroad-leased trailer or container is detained beyond the allowable free time, the following charges shall apply:

(a) For each of the first four, 24-hour periods or fraction after expiration of free time, DTB (1) $_____per vehicle.

(b) For each of the next two, 24-hour periods or fraction after expiration of free time, DTB (2) $_____per vehicle.

(c) For each succeeding 24-hour period or fraction after expiration of free time, DTB (3) $_per vehicle.

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

(a) Four hours free time shall be allowed for loading/unloading of vehicle.

(b) Time is computed within normal operating hours at origin/destination, except when TSP is permitted by the shipper/consignee to work past this period. If the TSP is unable to complete loading/unloading within the allowed free time by the end of business day, free time will resume at the beginning of the next business day or when TSP actually begins work.

(c) When loading/unloading of vehicle is delayed beyond allowable free time, a charge of DTB (4) $_____per hour or fraction will apply for delay beyond allowable free time until the vehicle is released by shipper/consignee.

2. In circumstances where a vehicle is unloaded, and then immediately reloaded at the same location, each transaction shall be treated separately. Free time for loading shall begin when free time for unloading ends.

3. If a TSP is unable to load, unload, receive or dispatch to a railroad because of a strike, the following rules will apply:

a. Time beginning from the first 12:01 AM after interference begins until first 12:00 AM after interference ends shall be excluded from computing time and charges.

b. Detention before and after interference shall be consolidated.

4. Free time and demurrage shall be computed in accordance with applicable provisions provided in this publication. Demurrage charges shall be in addition to applicable vehicle detention charges. Certain DoD installations have specific agreements for storing and relocating TSP equipment for loading, unloading and/or detention charges, and those agreements shall supersede the provisions of any inconsistency that might exist within the provisions set forth herein.

ITEM 253	EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)

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

ITEM 255	FURNISHING CHASSIS FOR COFC SHIPMENTS (FCS)

A TSP will not supply chassis or other equipment for pickup or delivery of containers at a TSP ramp at origin to a TSP ramp at destination, except as follows:

1. A TSP providing line-haul service may furnish chassis or other equipment at a charge of FCS(1) $_____per shipment.

2. Unless otherwise arranged between the shipper/consignee and the TSP, chassis or other equipment furnished must be returned to the point where received and to the TSP from which received.

3. The equipment furnished by a TSP may be rejected by a shipper/consignee if the shipper/consignee considers the equipment unfit for transport. Rejected equipment will not be subject to charges for Vehicle Furnished But Not Used, Item 287, in this section.

4. This item applies only under TOFC Plans where a TSP is required to furnish vehicles.

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

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

ITEM 261	INTERMODAL SHIPMENTS (IMS)

This item describes provisions a TSP will follow when computing charges for intermodal shipments (IMS). See Definitions for more information on intermodal shipments. Intermodal shipments shall be subject to additional charges shown below:

a. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (1) $_____each.

b. Tracked vehicles and equipment weighing 50,000 pounds or more: IMS (2) $_____each.

c. Trailers or containers with chassis: IMS (3) $_____each.

d. Containers without chassis: IMS (4) $_____each

e. Tracked vehicles and equipment weighing less than 50,000 pounds IMS (5) $_____each requiring DDP or PSS service and SNS service. Only SDDC approved AA&E motor TSP shall be utilized.

f. Tracked vehicles and equipment weighing more than 50,000 pounds IMS (6) $_____each requiring DDP or PSS service and SNS service. Only SDDC approved AA&E motor TSP shall be utilized.

1. When a TSP furnishes a vehicle upon request of a shipper, and shipper subsequently Cancels loading of that vehicle, a TSP shall be entitled to charges indicated in Vehicles Furnished But Not Used, Item 287, in this part.

2. When shipper actions directly result in delay of TSP equipment, a TSP shall be entitled to charges as indicated in Detention of Vehicles, Item 253, in this section.

3. A TSP will not trip lease any shipments that requires DTTS Satellite Monitoring, TPS, or any shipment where the BL is annotated with the phrase "Trip-Lease Not Authorized."

4. The TSP will ensure the correct amount of transportation protective services are provided for each mode of the intermodal shipment.

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

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

ITEM 265	PICKUP AND DELIVERY AT PIERS AND WHARVES

Lawful charges incurred by the TSP at piers and wharves for pickup and delivery shall be advanced by the TSP for collection from DoD IAW this publication.

This item shall apply only under TOFC Plans where the TSP provides pickup and delivery service.

ITEM 267	NOTIFICATION OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

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

ITEM 269	PRELODGING (PRL)

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

ITEM 271	REDELIVERY (RCL)

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

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

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

ITEM 277	SEALING OF VEHICLES

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

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

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

ITEM 281	STORAGE OF VEHICLES (SVS)

This item sets forth mandatory requirements applicable to TSP when computing charges for storage of vehicles (SVS).

1. For vehicle(s) stored in or on the premises of the railroad that are held for delivery or any other reason directly attributable to acts of the consignee, the consignee shall be allowed 48 hours free time at destination or at an intermediate stop off point, to remove vehicle(s) from railroad premises or order that the vehicle(s) be delivered.

2. Vehicle(s) held on railroad premises at origin without billing instructions shall be allowed 48 hours free time to tender the vehicle(s) for shipment.

3. Free time shall be computed from first 12:01 AM following notification that vehicle(s) is available, excluding Saturday, Sunday and holidays.

4. After free time expires, SVS(1) $_____per vehicle shall be assessed for each 24-hour period or fraction, including Saturday, Sunday and holidays, until vehicle(s) is removed from railroad premises. SVS shall not apply when detention charges, Item 253, in this section, are applicable.

ITEM 283	TENDERING OF MULTIPLE VEHICLES (TMV)

This item describes provisions a TSP will follow when computing charges for tendering multiple vehicles (TMV).

1. For multiple vehicle shipments, all vehicles must be delivered to TSP ramp within 48 hours after the first 12:01 AM after tendering the first vehicle, except in circumstances where the delay is due to a *force majeure* situation.

2. Any portion of multiple vehicle shipment that is received at a TSP ramp later than 48 hours after the first 12:01 A.M. after tender of the first vehicle shall be subject to an additional charge of TMV (1) $_____for each 24 hour period in excess of 48 hours occurring before tendering of the final vehicle at TSP ramp. Free time will exclude Saturday, Sunday, and holidays.

ITEM 285	VEHICLES FURNISHED BUT NOT USED (VFN)

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

IV. TRANSPORTATION PROTECTIVE SERVICE FOR RAIL

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

ITEM 287	GREATER SECURITY SERVICE (GSS)

1. Greater Security Service (GSS) is a TPS that provides a basic level of security for a shipment. GSS requires seal tracing and inspection service for rail movement of unclassified sensitive cargo, including but not limited to, stripped M-1 Abrams, Strykers, Avengers, and Bradleys. GSS shall include the following:

a. TSP personnel shall inspect and record rail cars located at major terminals for evidence of forced entry or tampering with seals or securing devices. TSP electronic logs of train reporting and inspections may be used in lieu of a dedicated inspection document provided electronic logs contain all required data fields. At a minimum, the following information shall be included in all TSP inspection record:

(1) Name of TSP reporting.

(2) Time of inspection.

(3) Actual arrival time at terminal.

(4) Actual departure time from terminal.

b. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the TSP will immediately notify SDDC DTTS at contact number listed in Section A, VIII, Table 1.

2. GSS will not be provided unless specifically requested by the shipper. If GSS is requested for only some of the railcars involved in the shipment, reporting marks and the number of each railcar requiring inspection shall be listed.

3. At any time, SDDC may request to review or receive copies of any written documentation required above. The TSP is required to maintain all written documentation for a period of three years.

4. A TSP will provide GSS on shipments of single or multiple carloads moving on the same train at a charge of GSS $_____per car. Charges shall be in addition to other charges for transportation of shipments requiring this service.

5. SRC III or IV and Uncategorized Hazard Class/Division 1.1, 1.2 and 1.3 AA&E requires that an upper-rail locking device located above the railcar door be utilized in addition to the serialized security seal attached to the door closure hasp.

ITEM 289	RAIL INSPECTION SERVICE (RIS)

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

2. RIS will not be provided unless requested by the shipper. If RIS is requested for only some railcars being shipped, reporting marks and numbers of each car requiring inspection shall be listed.

3. Inspectors who perform the inspection portion of this service shall be either railroad police officers or other railroad or intermodal terminal employees who have been specifically trained to inspect rail cars. Inspectors shall be fully aware of the sensitivity of material moving under RIS, and knowledgeable about all necessary safety, security and emergency procedures. Contract personnel may be used to conduct inspections but will meet the same criteria as TSP personnel.

4. Requirements for RIS shipments:

a. Inspections shall be required:

(1) At initial, intermediate, and final terminals upon arrival and until departure except while cars are on an inside track at terminal under a TSP's continuous observation.

(2) At junctions and interchange points where cars are left at rest.

(3) While the shipment is in transit, when the cars are expected to be stopped for 90 minutes or more (the first inspection shall take place at the 90-minute mark).

(4) At destination until such time as the consignee takes physical possession or otherwise agrees to accept responsibility for security.

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

c. Every hourly inspection shall be fully documented and comply with the inspection document requirements set forth below. Inspection reports shall be available for review within 24 hours of inspection completion.

d. Documentation of all inspections will include the following information.

(1) Name of TSP reporting.

(2) Name of inspector and his/her signature or electronic log documenting train events and inspections.

(3) Time of each inspection or acceptance for continuous observation.

(4) Actual arrival time at terminal.

(5) Actual departure time from terminal.

(6) Condition of conveyance(s) and seals/locking devices.

e. Where feasible, RIS shipments held at terminals shall be placed in well-lighted areas, on an inside track, near the tower, and/or otherwise under the continuous observation of railroad employees.

f. Any accident, incident, or potential threat shall be reported immediately to appropriate emergency personnel and SDDC DTTS at the contact number listed in Section A, VIII, Table 1.

g. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the TSP will immediately notify SDDC DTTS at the contact number listed in Section A, VIII, Table 1.

h. Inspectors shall also be responsible for inspecting container seals/locks. If any seal/lock is found broken, they shall be resealed immediately with the same or an equivalent security device. Broken seals/locks or other security problems with containers shall be reported immediately to SDDC DTTS at the contact number listed in Section A, VIII, Table 1.

5. For all vehicles, inspectors are also responsible to inspect from the ground (unless exceptions are noted) the following:

a. Securement of vehicles to rail car.

b. Broken windows, pilferage, theft, vandalism or other serious damage.

c. Securement (locked and sealed, or welded shut) of vehicle openings such as driver's hatch and loading hatch).

d. Seals, locking devices and exterior integrity of equipment boxes and nested container loads.

6. For M1 Abrams Tanks and Strykers, inspectors are responsible for inspecting from the ground (unless exceptions are noted):

a. Verify all chains (and cables when employed) are taut and equipment is secured against movement.

b. Visual inspection of tank to include skirt and/or other detachable armor noting loose and/or missing components.

c. Securement (locked and sealed, or welded shut) of vehicle openings.

d. Seals, locking devices and exterior integrity of equipment boxes.

e. Missing armor that is found by Railroad personnel shall be placed under continuous guard until military personnel take possession.

f. For information on the security classification guide for M1 Abrams Tanks, call 586-574-8200.

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

8. Charges: When requested by the shipper, a TSP will provide RIS on shipments for all cars in the same train at a charge of RIS (1) $_____per highway mile or a flat charge of RIS (2) $_____. Charges will apply from origin to destination, and are in addition to other charges for transportation. TSP(s) will provide RIS on specified cars at a charge of RIS (3) $_____per car.

ITEM 291	RAIL ARMED GUARD SURVEILLANCE SERVICE (ARG)

1. Rail Armed Guard Surveillance Service (ARG) is the third or highest level of TPS for rail. ARG provides one armed guard to maintain constant 24-hour surveillance on DoD shipments that consist of one or more rail cars in the same train. ARG consists of the following:

a. Rail Inspection Service (RIS) as specified in Item 291 in this section.

b. Continuous surveillance by an armed guard while in transit and during all stops, whether in yards, terminals, or while in trains. Guards will not leave the shipment until properly relieved by another guard or consignee at destination. All security seals and/or locks shall be checked at all stops and documented using the format below.

c. Inspection of refrigeration/heating units of temperature controlled cars, trailers or containers at least twice during each 24-hour period. Inspections shall be at least 10 hours apart or as directed on the BL. Immediately following each required inspection, authorized TSP representatives will make a report by telephone to the consignee and SDDC, furnishing the information called for in the sample format shown below. Cost of telephone calls to other than the toll free numbers will not be paid for by DoD.

d. Surveillance while in transit may be provided by the guard riding the train or in a motor vehicle that parallels the train. ARG surveillance shall be the guard's only assigned duty.

e. Armed guards may be railroad police, contract security personnel who are trained to the railroad's requirements with respect to security and rail operations, or a mix of the two.

2. ARG will not be provided unless requested by the shipper. Reporting marks and numbers of each car requiring the inspection shall be listed.

3. If evidence of forced entry, vandalism, sabotage or tampering with seals exist, the TSP will immediately notify POC listed in Section A, VIII, Table 1.

4. A TSP will provide ARG on shipments of single car loads or shipments of multiple car loads in the same train at a charge of ARG (1) $_____per highway mile or a flat charge of ARG (2) $_____. Charges apply from origin to destination, and are in addition to other charges for transportation. In Section F-1 of the tender, TSP will complete either ARG (1) or ARG (2), but not both.

5. Information to be furnished per instructions in paragraph 1b above:

1. Person and TSP reporting:_____
2. City or place of inspection:_____
3. Local arrival time at checkpoint:_____
4. Local time inspection was performed:_____
5. Interior temperature of the equipment:_____
6. Approximate outside temperature:_____
7. Government seals intact:__Yes [ ] No [ ]_____
8. Replaced by seal number:_____
9. Was temperature modification unit (air conditioner/heater) operating at the time inspection was made: Yes [ ] No [ ]_____
10. Arrangement made for repair:_____
11. Entries made on log attached to equipment:____Yes [ ] No [ ]_____
12. Estimated or actual time of departure from checkpoint:_____
13. Estimated time of arrival at next checkpoint or destination:_____

6. SDDC may request to review or receive copies of the written documentation required above. The TSP will maintain all required documentation for a period of three years.

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

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

ITEM 293	ARRIVAL DURING OTHER THAN NORMAL OPERATING HOURS

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

ITEM 295	DRAYAGE

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

ITEM 297	EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

Explosives and other hazardous material shall be transported in compliance with regulations published in 49 CFR and DoD 4500.9R, Part II. TSP are advised that interim notices of final rules that affect the CFR are published in the Federal Register. Interim changes to the Bureau of Explosives (BOE) are published as supplements to the basic publication. Special DoD requirements related to rail transport of ammunition, explosives, sensitive materials, radioactive materials, other hazardous materials and substances, and hazardous waste are provided in this section.

ITEM 299	INSPECTION AND LOADING OF RAIL CARS/VEHICLES

1. A TSP will ensure each empty rail car used to transport AA&E and other dangerous articles is inspected prior to loading to ensure compliance with 49 CFR Parts 174.104 and 174.81. A TSP-provided three-part Car Certificate shall be used to inspect rail cars used for shipping Class 1 (Divisions 1.1, and 1.2) Explosives in accordance with 49 CFR 174.104.

2. All shipments must be loaded and placarded according to 49 CFR Part 172 standards.

3. Rail cars must be properly sealed. Consult DoD 4500.9-R, Chapter 205, for a description of approved DoD security seals.

4. For the motor portion of a rail TOFC/COFC, see Section B, Item 11 in this publication.

VI. SPECIAL RAIL SERVICE RULES

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

ITEM 301	ATTENDANTS ACCOMPANYING GOVERNMENT SHIPMENTS (AAS)

1. TSP will permit DoD personnel, including contractors, to accompany government shipments (AAS) on freight trains. TSP will review the official travel orders of DoD personnel prior to permitting them on freight trains. One-way service charge of AAS (1) $_____per highway mile per person will apply, subject to a maximum charge of AAS (2) $_____per person, from origin to destination. Charges will apply to any single/joint-line route authorized by TSP tender.

2. TSPs are not required to stop or start trains or furnish light for the accommodation or safety of personnel.

3. For shipments falling within this item, the BL will contain the following information:

   a. Number of persons accompanying shipment.

   b. Person in charge.

   c. Points between which they will accompany shipment.

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

ITEM 303	CABOOSE/GUARD CARS FURNISHED (CGC)

1. DoD personnel accompanying freight shipments will either ride in a caboose or guard car, which may be furnished by the TSP or by DoD.

2. Cabooses/guard car furnished by TSP or DoD shall be subject to applicable charges from origin to destination. Mileage shall be computed from origin to destination. Charges:

Each DoD Caboose Occupied: CGC (1) $_____per highway mile

Each TSP Caboose Occupied: CGC (2) $_____per highway mile

Each DoD Guard Car Occupied: CGC (3) $_____per highway mile

Each TSP Guard Car Occupied: CGC (4) $_____per highway mile

3. Unoccupied DoD furnished cabooses and/or guard cars shall be returned without charge to a designated location. If mileage from destination to a designated location exceeds mileage from origin to destination, mileage in excess shall be subject to a charge of CGC(5) $_____per highway mile.

4. Cabooses or guard cars furnished by DoD that are held for the convenience of the TSP on railroad property between movements will not be subject to storage or demurrage charges.

ITEM 305	SPECIAL TRAIN SERVICES (SFT)

1. Special Train Services (SFT) is a special freight train or a special mixed freight and passenger train that is operated on a designated Time Definite Service schedule agreed to by railroad and the TO. Under SFT, the TSP agrees to meet RDD as listed on BL.

2. If TSP determines that special train movement is necessary due to exceptional dimensions, weight or safety, the TSP will notify the TO, who will certify recommendation and annotate the BL. SFT shall include MTX service.

3. SFT charges shall be in addition to other charges for accessorial services provided in TSP tenders.

a. Charges for special train services are as follows:

SFT (l) $_____per highway mile, subject to a minimum charge of SFT (2)_____.

b. Apply single or joint-line route authorized by the individual TSP tender with freight rates assessed on cargo transported. Charges are based on per train per highway mile.

WATER TRANSPORTATION SERVICE PROVIDER RULES
SECTION D

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I. GENERAL WATER TRANSPORTATION SERVICE PROVIDER INFORMATION

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

ITEM 307	COMBINING BILLS OF LADING

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

ITEM 309	COVENANT AGAINST CONTINGENT FEES

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

ITEM 311	GAS-FREE CERTIFICATION

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

2. GENERAL WATER TRANSPORTATION SERVICE PROVIDER RULES

This part sets forth mandatory requirements for compliance by a water TSP when providing rates for services offered to handle, store, or transport any type of DoD freight. Rules contained in this part shall be followed in order for water TSP to continue as a SDDC approved TSP.

ITEM 313	CARGO BLANKETING

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

ITEM 315	DEMURRAGE (DEM)

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

DEM(1) ___hour(s) to load
DEM(2) ___hour(s) to unload

Bulk liquid TSP will enter:

DEM(3) ___Barrels Hours(s) to load
DEM(4) ___Barrels Hour(s) to unload

2. For Laytime (prorated to the nearest hour) in excess of allowed free time to load or unload, demurrage charges shall be forth in the tender as follows:

DEM(5) $ ____per hour (not to exceed 8 hours per 24 hour period)

3. For shipments that involve the Return Shipment of a Retained Product, Item 347, in this section, shall apply.

4. TSP will invoice DoD Installations and facilities via an e-Bill in the Third Party Payment System (TPPS). TSP will maintain the following supporting documentation:

a. DD 250-1 (Notice of Readiness)

b. Notification of Expected Arrival (48-,24-,12-, and 3-hour notices of ETA).

c. Vessel logs.

d. Revisions to scheduled readiness date.

e. Written documentation describing charges billed and incurred by installation or facility.

ITEM 317	EQUIPMENT

1. TSP shall maintain and operate equipment IAW all applicable federal law and regulations, including but not limited to regulations of the U.S. Coast Guard, DoD applicable port and state and local laws. All equipment provided shall meet federal safety regulations, and be necessary and suitable under industry standards to load/unload intended cargo. Equipment tendered by a bulk fuel TSP shall contain permanent gauge point marks and calibration charts, including strapping charts and trim tables. Any tow vessel will have onboard dewatering pumps for emergency purposes.

2. If the equipment provided by a TSP is determined by a Government Inspector to be unsuitable for loading/unloading intended cargo, the TSP shall have the option to perform further cleaning or repairs at the TSP sole expense or take appropriate actions to substitute acceptable equipment to meet the scheduled lift date.

3. Time used for the following actions will not be considered laytime, Item 325:

a. Cleaning or repairs.

b. Loading delayed during the process of substituting and/or switching equipment,.

c. Time used in presenting, inspecting or cleaning of rejected equipment.

4. A TSP shall be required to reissue Notification of Readiness, as specifically described in Item 327, when utilizing cleaned, repaired or replacement equipment.

ITEM 319	EQUIPMENT ORDERED BUT NOT USED (VFN)

1. If through no fault of the TSP, DoD cancels an order and equipment has left point of dispatch, the TSP will assess charges for Equipment Ordered But Not Used (VFN)(1)$_____.

2. The TSP has three options for VFN charges to calculate VFN, however, the charge must be the lowest of the three options and shall be on a per movement basis:

a. First Option: VFN 1: multiply by twice the number of hours from point of dispatch to point of cancellation.

b. Second Option: VFN 1: multiply by number of hours from point of dispatch to next loading point.

c. Third Option: Total freight charges for canceled shipment.

3. Release of the conveyance can be accomplished by any means within ordinary custom and trade; however, release must be confirmed in writing within one hour of the time of cancellation. Cancellation shall be confirmed by e-mail and to the dispatcher that the equipment was ordered from or a government representative designated by the TSP.

4. A TSP will bill DoD installations and facilities via an eBill in the Third Party Payment System (TPPS). The TSP shall maintain the following supporting documentation:

a. DD 250-1 (Notice of Readiness).

b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA).

c. Vessel logs.

d. Written notice of cancellation.

e. Other records to support the charges.

ITEM 321	INSPECTIONS

1. A TSP shall be solely responsible for arranging for a qualified marine cargo specialist or surveyor to conduct an inspection of loading, as well as securing any type of water conveyance for movement. In no event shall DoD assume any cost for this required inspection. Inspection arrangement shall be coordinated in advance with the shipper/consignee.

2. Any equipment provided by a TSP is subject to the requirements set forth in Item 319, Equipment. In no event shall rejection of defective or equipment that fails to meet industry standards or federal regulations during an inspection relieve the TSP from pickup and delivery requirements.

3. The TSP shall comply with all applicable regulations concerning facility and vessel safety, security regulations and inspection criteria, set forth in 33 CFR, Parts 6, 104-105, 109-110, 125-126 and 160; and 49 CFR, Part 176. For operations that involve loading and offloading of Hazard Class 1 AA&E at DoD owned port facilities, TSP shall comply with safety, security regulations and the inspection criteria associated with DoD 6055.9-STD, Paragraph C9.5 and DoD 5100.76-M, Chapters 6, 7, and Appendix 3.

ITEM 323	LAYTIME

1. Laytime starts at Notice of Readiness, except:

a. If a vessel arrives earlier than the agreed readiness date, the scheduled vessel shall be loaded in its proper turn. Laytime will not begin until a vessel moors alongside, or 12:01 AM local time on the readiness date last agreed upon, whichever occurs first.

b. If a vessel arrives later than 12:00 PM on the day following the last agreed readiness date, the vessel shall be loaded in its proper turn with other vessels. Laytime will not begin until a vessel moors alongside.

2. Laytime will continue 24 hours a day, 7 days a week, without interruption from the start of laytime until the vessel is released by government quality representative. Laytime shall apply to both loading and discharging operations.

3. If any of the circumstances set forth below occur after laytime begins, the TSP will add time to the basic laytime charges in paragraph 2:

a. Vessel conditions does not permit loading or unloading. Increased laytime shall include, but not be limited to: shifting vessel(s) from lay berth, anchorage, or fleeting area; shifting one water TSP for another during loading or unloading; substituting and/or switching equipment for cleaning or; other causes beyond control and without fault or negligence of DoD.

b. Delay of vessel reaching its berth due to the act, omission, or negligence of the TSP.

c. Rules or standard practices of an owner or operator of a vessel, or the regulations of a port authority prohibit loading or unloading.

d. Undue delay caused by the acts of omissions of a TSP concerning loading/unloading the vessel, or releasing the vessel for sailing beyond DoD control, absent any negligence of intentional act of DoD or its product/storage contractor that proximately causes undue delay.

ITEM 325	NOTICE OF READINESS (NOR)

A TSP shall submit Notice of Readiness (NOR), DD Form 250-1, prior to performing loading/unloading, when mooring at dock for acceptance by authorized personnel at the docking facility. If dock space, product, or personnel are not available and the TSP is directed to a lay berth, anchorage, or fleeting area, NOR may be tendered to authorized personnel from that location. When mooring is permitted and dock clearance is given, the TSP will shift immediately to the assigned berth. In no event shall the time required for vessel shifting, berthing, or mooring will not be considered as Freetime/Laytime.

ITEM 327	NOTIFICATION

1. The TSP will provide notification of at least 48 hours to the port before the estimated time of arrival (ETA), and continue to provide updates at 24, 12, and 3 hours before ETA. At least 24 hours before vessel dispatch, the TSP will provide shipper/consignee the name of vessel(s) nominated and point of dispatch. The TSP will provide updates at least 24-hour intervals until arrival.

2. The TSP will furnish shipper/consignee daily reports notifications until arrival at destination and confirm these notifications in writing.

3. Any TSP claim for demurrage that is submitted for payment without supporting notification shall be returned unpaid.

ITEM 329	PERFORMANCE

When authorized, the TSP will proceed to a designated loading point. If the TSP cannot furnish its equipment on date the vessel was ordered, DoD shall be permitted to substitute another qualified TSP to furnish proper services. The TSP, upon failing to perform its obligations shall be liable for all additional charges DoD incurs in arranging substitute services, and in no event will the TSP receive any compensation for that shipment.

ITEM 331	PROTECTION AGAINST THE ELEMENTS

At the shipper's request, the TSP agrees to provide proper protection of the cargo from the elements, which shall include protection from salt-water intrusion or adverse weather conditions.

ITEM 333	RELEASE VALUE RATES

Under this Item, the provisions of Section A, IV, Completing a SDDC 364-R Tender, set forth in this publication shall govern release value rates.

ITEM 335	STOWAGE (STO)

1. A reasonable and safe berth for vessel(s) to remain afloat shall be provided by the DoD facility or DoD contractor during loading/unloading. The TSP will fully comply with all applicable federal safety regulations, as well as the safety criteria detailed in DoD 6055.9-STD, paragraph C9.5, for berthing and cargo handling operations conducted at DoD owned ports involving HAZMAT Class 1 AA&E.

2. In the event that DoD is unable to provide proper berthing at the time of docking, in order to avoid damage to persons or property, the TSP shall be responsible for removing the equipment, including movement of power equipment (tug/tow), and stowing it in a secure area. Charge for Stowage shall be STO(1) $_____per water TSP.

3. Shippers/consignees who incur lawfully owed charges under this item shall be billed through an eBill via the currently authorized Third Party Payment System (TPPS) or other authorized billing procedures. The TSP shall, at a minimum, maintain the following supporting documentation:

a. DD 250-1 NOR.

b. Notifications of expected arrival to consignee and shipper (48-, 24-, 12-, and 3-hour notices of ETA).

c. Vessel logs.

d. Other records to support claim.

ITEM 337	U.S. COAST GUARD PORT AND VESSEL SAFETY AND SECURITY REQUIREMENTS

1. When a TSP is engaged in the transportation of HAZMAT as defined in 49 CFR, Part 171, the TSP will comply with applicable U.S. Coast Guard port and vessel safety and security regulations as defined in 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160;

and 49 CFR Part 176. The TSP shall also be required to remain current on that status of any terrorist threat levels advisories, as published by the Department of Homeland Security. The TSP will also be alert to a DoD owned port facility's current Force Protection Condition during operations involving AA&E; DoD 5100.76-M shall apply to this item.

2. The TSP will coordinate with Coast Guard Captain of the Port (COTP) in obtaining all necessary permits and permissions for loading and transport of cargo found in 33 CFR, Part 126.19, and DoD will assist the TSP if required. The TSP will obtain a lawful permit from the COTP prior to handling, loading, discharging, or transporting Class/Division 1.1 and/or 1.2 explosives. See 49 CFR, Part 176.99 for other HAZMAT applicable to operations requiring a COTP permit. The TSP will also comply with all additional safety and security instructions concerning TSP operations involving: Class 1 AA&E; classified, sensitive and protected materials; radioactive material and; other dangerous articles.

3. The TSP will develop and maintain a vessel security plan that provides proper security and of cargo. The security plan will include, at a minimum, the following:

a. Twenty-four hour watch

b. Access controls

c. Lighting

4. Coast Guard Form 4260, Application and Permit to Handle Hazardous Materials, is divided into three major sections:

a. Application completed by facility/vessel.

b. Permit completed by the COTP.

c. Inspection completed by vessel master.

5. Coast Guard Form 4260 shall be submitted to the COTP having jurisdiction over the load and discharge location. Applications shall be submitted at least 30 days in advance of movement.

6. The COTP and the approval authority may place special requirements on loading/unloading operations, including but not limited to:

a. No bunkering during ammunition loading or after ammunition has been loaded.

b. No smoking.

c. Appropriate lighting.

d. Vessel crew fire drills.

e. Procedures outlined in 49 CFR, Part 176.108 and 176.180.

f. Limitations of transit times and routes.

7. TSP shall comply with all special requirements required by the COTP at no additional cost to the government.

8. The TSP shall permit the COTP to provide assistance regarding loading and stow plan of the vessel.

9. The TSP acknowledges that the COTP may deem it necessary to escort loaded vessels in/out of port, and that coordination may be required during these operations.

III. RULES FOR TRANSPORTATION OF BULK PETROLEUM PRODUCTS (EXCLUDING BULK LIQUIDS)

This part sets forth the TSP requirements that apply to any TSP who transports bulk petroleum. The TSP will comply with the following of these rules in order to continue to qualify as an approved SDDC TSP.

ITEM 339	CONTAMINATED FUEL

Except when damage to the bulk petroleum cargo is due to a *force majeure* situation, if a vessel/barge arrives at the unloading port in a contaminated condition, the TSP (at the discretion of the installation/activity controlling the movement) shall be required to reimburse DoD.

ITEM 341	DELIVERY DATES

1. If DoD modifies or revises the readiness date on the DESC Form 19.16 after a TSP has dispatched vessel(s) for intended routing, the shipper/consignee shall have the right to cancel the shipment.

2. A TSP may request revision of the readiness date by obtaining written consent by the shipper/consignee within 72 hours prior to the existing readiness date. The shipper/consignee reserves the right to reject any requested revision to the readiness date. If a shipper/consignee does not consent to the requested revision of the TSP, readiness date will remain unchanged.

3. If a TSP cannot provide the proper and necessary equipment on the agreed upon readiness date, DoD shall have the option to cancel the shipment or permit TSP to arrive after the agreed readiness time. TSP will obtain written confirmation from the shipper/consignee concerning the established and revised readiness date.

ITEM 343	OUTTURN

1. Except as otherwise provided in Release Value Rates, Section B, Item 65, a TSP shall be liable for any shortage in outturn exceeding one-half of one percent (0.5%) in volume as computed from shore tank gauges of the bulk petroleum and based on the value of product replacement.

2. The vessel master or mate shall be required to take computations from the vessel permanent gauge point marks and calibration charts, with assistance from DoD, and gauge the vessel for quantity aboard the vessel after loading, as well as before unloading the vessel.

3. A TSP shall not be liable for any shortage in outturn if the comparison of quantity aboard vessel(s) after loading and before unloading taken from vessel permanent gauge point marks and calibration charts does not exceed one-half of one percent (0.5%) in volume. The TSP shall be responsible for any fuel carried away (see Definitions, Appendix D).

ITEM 345	RETURN SHIPMENT OF RETAINED PRODUCT

1. When consignee fails to accept a total shipment, any product remaining within the vessel must be promptly returned to shipper or shipper's designee.

2. In such circumstances, the TSP will charge hourly demurrage rates provided in the tender section of this publication not to exceed (DEM 6) $250.00 per hour, which shall begin at the time of departure of TSP equipment from the vessel or consignee, and terminating at the time of release of the vessel by the Government Inspector at discharge point.

3. The TSP will submit charges under this item through an eBill via the currently authorized Third Party Payment System (TPPS) or other authorized billing procedures. At a minimum, the TSP will maintain the following supporting documentation:

a. DD Form 250-1 or DD Form 1149.

b. A TSP-generated form certified by the receiving vessel or activity and certified upon returned to origin by the shipping terminal or other designee at destination.

ITEM 347	VARIATIONS IN QUANTITY

1. Only a shipper/consignee shall have the authority to authorize variations in product quantity. The quantity delivered to a TSP shall be measured by shore tank gauges that have been corrected to 60° Fahrenheit, and must be witnessed and certified by an authorized government representative. To ensure the safety of the cargo, a TSP will coordinate any request to transport a lesser quantity with shipper/consignee and will offer a reasonable fee, with DoD approval.

2. Notwithstanding the provisions set forth in paragraph 1, the total quantity of a shipment is approximate with custom usage of the trade and governed by demand of the service. The quantity delivered to the TSP for any individual lifting requirement may vary by a standard deviation of plus/minus 10 percent. The TSP will transport quantity within its full capacity of the provided equipment at no change in rates or other types of charges under the terms of its tender. Bids within the TSP's tender cannot exceed 90 percent of estimated cargo percent quantity.

IV. RULES FOR TRANSPORTING ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) AND OTHER HAZARDOUS MATERIALS

This part sets forth the rules and regulations applicable not only to transporting arms ammunition and explosives (AA&E), and other hazardous materials (HAZMAT) as defined in 49 CFR, Part 172.101, but shall also apply to materials that are not defined specifically as HAZMAT per 49 CFR, Part 172.101 that due to their special nature, character, or security requirements of the cargo, require an extra measure of protection in transit, including classified (SECRET/Confidential) materials and sensitive materials.

ITEM 349	MOVEMENT OF SHIPMENTS REQUIRING TPS

1. The TSP shall fully comply with all governing federal and DoD safety and security regulations and rules with respect to loading, unloading, handling, stowing, and transporting HAZMAT, and other classified (SECRET/Confidential) sensitive materials, including AA&E. The applicable rules and regulations are more fully set forth within the following legal authorities:

Title 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160.

Title 49 CFR Parts 105-107, 110, 130, 171-173 and 176.

DoD 6055.9-STD, Paragraph C9.5.

DoD 5100.76-M, Chapters 6-7 and Appendix 3.

DoD 4500.9-R, Chapters 204-205.

2. Prior to loading AA&E or TPS shipments at a DoD port, DoD port personnel, in conjunction with USCG port security and TSP personnel will ensure all required pre-load safety and security measures are taken. See Performance, Item 331 and Return Shipment of Retained Product, Item 347 in this publication for guidance.

3. The TSP will deliver all AA&E shipments moving under Satellite Motor Surveillance Service (SNS) on or before established RDD. RDD may be annotated in the remarks block on the BL. Failure to meet established RDD may result in TSP performance action IAW DoD 4500.9-R Chapter 207.

V. RULES FOR TRANSPORTING SHIP PROPELLERS AND PROPULSORS, SPECIAL HIGH VALUE AND SENSITIVE SHIPMENTS

This part sets forth the TSP requirements when transporting propellers and other high value or sensitive items. The TSP will follow these rules in order to continue as a SDDC approved TSP.

ITEM 351	MOVEMENT CONTROLS

1. The TSP will ensure propeller and Propulsor shipments are packaged, marked, and delivered with necessary protective accessories then loaded, blocked, braced and equipped with placards.

2. The TSP will provide continuous monitoring of propeller and Propulsor shipments from origin to destination, based on security classification of cargo. Monitoring requires Total Asset Visibility (TAV) and the continuous capability to divert shipments to other modes of transportation or destinations. For tracking requirements:

a. The TSP will obtain BL as proof of shipment.

b. The TSP will have ability to track/trace shipment at all times during transit and provide proof of delivery/receipt signature.

3. If a shipment includes propeller/Propulsor and a trailer or tractor/trailer is utilized, the weight capability of the tractor and trailer must be equal to or greater than the weight of the propeller/propulsor load. The TSP equipment must meet the requirements of 49 CFR, Part 393. Chocks on the barge or on the trailer may be secured with fasteners. Welding is not required.

4. The requirements stated above will also be met for shipments involving trailers with tilt beds. Non-hydraulic static-passive mechanical devices shall be utilized to position and secure the tilt bed in a hold up position although hydraulics may be utilized to position the tilt plate.

5. Propellers and Propulsor shall be lifted by special eyebolts only. The TSP responsible for lifting will ensure the straps and cranes that are utilized are certified to handle their weight of the propellers and/or propulsors.

ITEM 353	SECURITY REQUIREMENTS

1. The TSP will comply with all applicable procedures and regulations concerning shipments of propellers and Propulsors as classified material, as published in the Department of the Navy (DON) Information and Security Program Regulation Manual (OPNAVINST 5510.1 series), the Industrial Security Regulation (DoD 5220.22R) and DoD 4500.9-R, DTR, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items. Additional Propulsor-related security requirements are specified in OPNAVINST S5513.5B, DON Security Classification Guidance for Undersea Warfare Programs and OPNAVINST S5513.3B DON Security Classification Guidance for Surface Warfare Programs.

2. If cargo is unable to be packaged and any part is classified, it shall be tarped to prevent its identification. Tarps must be fire and water-resistant.

3. For the surface portion of a water shipment, if cargo is locked and sealed and the classified nature of the material is hidden so that the driver/tug master/water TSP master does not have access except by breaking of a seal, than the shipment is permitted to be transported via CIS or DDP (if the distance is over 150 miles).

4. Shipments may require an escort if specifically requested by shipper/consignee, or in certain circumstances due to the classification of the item. Escort personnel must comply with all requirements and procedures contained in the National Industrial Security Program Operating Manual (DoD 5220.22-M).

PIPELINE TRANSPORTATION SERVICE PROVIDER RULES
SECTION E

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PIPELINE TRANSPORTATION SERVICE PROVIDER RULES
SECTION E

I. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes the general requirements for a pipeline TSP to transport any DoD freight. As a rule, any incident involving DoD cargo will be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 2.

ITEM 355	APPLICATION OF RATES FOR PIPELINES

1. Given that the Pipeline industry has extensive operating experience that permits accurate costing of operations, pipeline TSP will publish rates for DoD operations that are all-inclusive, and which accurately reflect each cost element used to construct those rates; including but not limited to the following:

a. Throughput terminal operations costs.

b. Administrative overhead including automated data input

c. Insurance, taxes, fees and amortization costs

d. Security fees

e. Cost of expected product losses

f. Profit

g. Utility (and fuel if applicable) costs

h. All additive injection costs

i. Filtration and filter element costs

j. Basic labor and expected overtime costs

k. Execution of TSP's Quality Control Plan

2. Compliance with paragraph 1 above shall result in a single rate to be applied to the shipment. The only exception to this general rule shall be in circumstances where a pipeline is required to accommodate a change in the mode of transportation (e.g. pipeline terminal to truck loading, water TSP receipt or issue). These circumstances will continue to be shown as Receipt Issue (DEL), Item 385.

3. Where extraordinary circumstances (e.g. natural disasters, federally mandated improvements) warrant recoupment of costs actually incurred, any recovery of such costs shall be negotiated between DoD and the pipeline through a temporary rate increase, and that temporary rate increase is permitted to remain in effect only until such as time full recovery of the incurred expenses is attained.

ITEM 357	TERMS AND CONDITIONS

1. This publication and the TSP's Tender/Tariff represent the entire agreement between the parties. No secondary requirements, agreements or supplemental terms and conditions shall be levied by either, without the TSP canceling its tender and reissuing it in order to set forth new provisions.

2. Filling of a tender indicates the TSP's agreement to provide not only transportation services, but also timely inventory and transportation data (electronic transaction data), and as necessary documentation in accordance with policies found at DESC's website: http://www.desc.dla.mil/DCM/DCMPage.asp?PageID=479.

ITEM 359	ACCEPTANCE OF PRODUCT FOR TRANSPORT

1. The TSP will accept petroleum products for transportation in accordance with its Tariffs and implement policies, procedures, and practices that conform to standard industry practice.

2. The TSP is not obligated to accept petroleum products that might contaminate or otherwise damage other shipments in accordance with Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) requirements.

3. Products shall be accepted for transportation only:

a. When a shipper makes delivery arrangements to TSP at pumping rates and pressures that are adequate to meet minimum required throughput.

b. In certain circumstances, at lesser throughput rates that are acceptable to a TSP on a case-by-case basis.

c. When those products requiring corrosion inhibitors contain qualified compounds that are determined to be satisfactory to the TSP.

ITEM 361	DoD UNIQUE DESIGNATORS FOR PETROLEUM PRODUCTS

DoD Unique item numbers for petroleum products are listed in Appendix B in this publication and shall be used when completing Section A of the tender.

ITEM 363	INTERMODAL MOVEMENTS

When a TSP issues a tender rate from origin to destination and intermodal service is required, a TSP that is approved by both SDDC and Federal Energy Regulation Commission (FERC) shall be used. Where intermodal service is required, the issuing TSP maintains responsibility and liability for entire movement until delivered at final destination. For purposes of this publication, the shipment shall be considered a pipeline movement and shall include the water, rail, or motor portion.

ITEM 365	LIABILTY OF TRANSPORTATION SERVICE PROVIDER AND TERMINAL OPERATORS

1. Pipeline TSP and terminal operators shall be subject to common TSP liability for loss or damage to the goods in transit.

2. Except as provided in Item 377, Loss of Product, TSP and terminals are liable for all loss or damage to goods transported by them unless they affirmatively demonstrate that any loss or damage was due to a *force majeure* situation.

3. The TSP will not be liable for loss due to discoloration or deterioration of product if TSP shows that the loss is not a result of its negligence or wrongful act.

ITEM 367	MEASUREMENT OF VOLUME

Volume shall be measured at both origin and destination, and be measured in meter units wherever possible. Where this type of measurement is not possible, tank gauging shall be used. All volume calculations shall be corrected/correlated for temperature, operating pressure, specific gravity and mechanical factors, by utilizing the API-ASTM correction tables.

ITEM 369	PRORATION EXCESS OF PIPELINE CAPACITY

1. When the total nominations for movement on a pipeline exceeds capacity, shipments shall be prorated equitably under TSP's Tariff Rules pertaining to earned line time (see exception below). Any cargo owned by the pipeline will also be considered in the total equitable prorating calculation.

2. TSP will grant exceptions to the proration rule set forth in paragraph 1 to DoD petroleum products during emergencies, contingencies, and in situations when required for national defense. DoD will provide TSP with a verbal notification of these situations and then provide written confirmation.

ITEM 371	ROUTING

DoD will not specify the specific routing of the shipment, including any selection of an interlining TSP, pipeline routes, or other standard practices of transportation operations or operations of facilities, as those shall remain to be the sole responsibility of the operating TSP. The originating TSP will select those interlining TSP, pipeline routes, and methods of both transportation operations and facility operations that adopt best industry practice while protecting the quantity/quality of DoD shipments in delivering fuel from origin to destination.

ITEM 373	SCHEDULING OF SHIPMENTS

Cargo nominations and schedule verifications shall be provided by DoD or its authorized agent(s) to the TSP in accordance with the governing rules contained in TSP tariff(s).

II. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

This part sets forth the general requirements for compliance by a pipeline TSP when providing rates for services offered to handle, store, or transport DoD freight. Rules contained in this part shall be followed in order for the TSP to continue as a SDDC approved TSP.

ITEM 375	ADDITIVE INJECTION BLENDING SERVICE (AIB)

1. TSP will provide all necessary equipment for injecting and/or blending service (AIB) for specified additives when required.

2. Charges in this item shall be for the injecting and/or blending service only and shall not include the cost of additives.

3. The following charges will apply when requested. TSP may offer additive injection blending services by listing appropriate, three-letter ANSI code on the tender:

Icing inhibitor	AIB(1) $_____per barrel
Corrosion additive	AIB (2) $_____per barrel
Conductivity (anti-static) additive	AIB (3) $_____per barrel

ITEM 377	LOSS OF PRODUCT (LAS)

1. Any commingling that occurs between batches within the pipeline may be divided by TSP equally among shippers in accordance with its tariff rules.

2. The TSP shall be liable for all losses of product shipped by the DoD. TSP are expected to take into account the value of routine operating losses. TSP shall structure their rates accordingly, to address the expected costs for loss of DoD products, including costs incurred by the Government efforts to recover product value (determined in accordance with policies found at DESC's website: https://www.desc.dla.mil/DCM/DCMPage.asp?PageID=479) through periodic reconciliation of DoD products shipped and received.

3. Water and other impurities shall be deducted from the volume of shipment and shall not be considered part of the shipment at any time.

4. The provisions of this Rules Publications and Tenders take precedence over any other agreements.

ITEM 379	DETERMINATION OF QUALITY

1. The quality determination or verification of petroleum products shipped, or of products tendered for shipment, shall be performed by conducting analysis techniques using the applicable Tariffs provisions and the TSP Quality Control Plan (QCP, see Para. 2 below).

The TSP shall be provided product for shipment that meets government specifications, and the TSP is expected to return the product to government inventory within the limits of those same specifications.

2. The TSP will institute and follow a written QCP approved by assigned Government Quality Representative. Plans shall be of sufficient detail to show the adequacy of TSP procedures and methodology to protect the integrity of quality and quantity of DESC owned product in its possession. Requirements for a written QCP may be waived by DESC when a TSP's procedures and methodology detailed in TSP's tariff are deemed sufficient to ensure protection of the government's interests.

3. In the event the TSP is requested to perform any function, which results in a rate increase, the TSP will propose the additional cost to DESC for prior approval and concurrence before any approved rate increase becomes effective.

4. In cases where disputes exist as to the quality of the petroleum product, either party will have the right to review the quality analysis and/or re-test the quality of the petroleum product.

5. Responsibility for verification of quality:

a. It shall be the responsibility of the origin TSP to verify the quality of the petroleum product tendered for shipment.

b. It shall be the responsibility of DoD to verify the quality of the petroleum product at destination.

c. At points other than origin or destination, petroleum products may be tested by the TSP or DoD, as agreed to or as otherwise determined to be necessary.

ITEM 381	FILTRATION SERVICE (FTR)

1. TSP will provide FTR at a charge per barrel of product filtered:

a. TSP-furnished filters/filter elements FTR (1) $_____

b. Shipper-furnished filters/filter elements FTR (2) $_____

c. Tank-to-tank filtration FTR (3) $_____

2. When TSP purchase filters/filter elements, charges shall be limited to actual cost. TSP will allow shipper to verify actual costs by examining TSP records/documentation. When verified, TSP may bill via the currently authorized Third Party Payment System (TPPS).

ITEM 383	FRACTIONS

Fraction computations are in Section A, IV, Completing a SDDC 364-R Tender of this publication.

ITEM 385	RECEIPT AND ISSUE (DEL)

1. TSP will receive and/or issue product into conveyances as shown below.

2. Charges:

For receipt from a water TSP/or other waterborne vessel	DEL (1)$____per barrel
For receipt from a tank truck or trailer.	DEL (2)$____per barrel
For receipt from a rail tank car	DEL (3)$____per barrel
For issue to a water TSP/or other waterborne vessel	DEL (4)$____per barrel
For issue to a tank truck or trailer	DEL (5)$____per barrel
For issue to a rail tank car	DEL (6)$____per barrel
Water TSP booming	DEL (7)$____per RI

3. Where there is no additional charge for DEL, completion of this item is not required.

4. DEL will include all services necessary for transfer of petroleum product between two conveyances, or from a conveyance to receiving facility.

ITEM 387	RELEASED VALUE RATES

Released value rates will not apply to DoD pipeline traffic. See Item 365, Liability of Transportation Service Provider and Terminal Operators.

ITEM 389	TERMINAL RECEIPT AND ISSUE DURING OTHER THAN NORMAL OPERATING HOURS (ORS)

1. The TSP will provide terminal receipt/issue service during other than normal operating hours when requested by the shipper, for a charge of ORS (1) $____per hour or fraction for each employee furnished, subject to a minimum charge of ORS (2) $___per employee furnished.

2. Time shall be calculated from arrival of truck/water TSP to the pipeline, and its availability for receipt/issue, to the time that the receipt/issue is completed and truck/water TSP is released. The TSP will note time required for receipt/issue on its corresponding currently authorized Third Party Payment System (TPPS) transaction.

3. The TSP will obtain authorization prior to the required service date, if possible, and will note on its corresponding currently authorized TPPS transaction.

ITEM 391	TIME-PERIOD RATES

1. Where rates are based on specific volume and time, the tender will reflect the time during which the rates are in effect.

2. For rates based on specific volumes, rates and volumes shall be listed in Section D of tender as follows:

a. Rate Qualifier shall be BB (per barrel).

b. Minimum Weight/Volume/Quantity, state minimum number of barrels per cargo or annually if desired for which rates apply. Minimum per cargo or annual minimums shall be the only minimum accepted.

c. Table of Rates, state rates in columns corresponding with minimum.

d. For every minimum shown, there must be a corresponding rate. It is not necessary to show a minimum in every column.

Volumes shall be stated in Section D as:

Minimum Volume:

(A)0 3 0 0 0 0 0, (B)0 9 9 9 9 9 9, (C)1 0 0 0 0 0 0, (D)_ _ _ _ _ _

3. If TSP intends to apply more than four minimum volumes, the following will apply:

a. Columns in Section D shall be completed; and

b. Additional tender pages (Section D) may be inserted in the tender to achieve desired number of minimum volumes.

ITEM 393	SECURITY RECOVERY (SRS)/DISASTER RECOVERY (DRS) SURCHARGES

1. TSP will enter only applicable three-character ANSI code.

2. Consistent with Federal Energy Regulatory Commission (FERC) policy, SRS/DRS shall be assessed by TSP at a charge per barrel of delivered product.

3. Security Recovery and Disaster Recovery Surcharges will only remain in effect until such time full recovery of incurred expenses is affected.

4. TSP assessed Security Recovery Surcharge SRS (1) $_____
Disaster Recovery surcharge DRS (1) $_____

AIR TRANSPORTATION SERVICE PROVIDER RULES
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PART I: GENERAL AIR TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes the general requirements for air Transportation Service Providers (TSP) engaged in the transportation of DoD freight. The rules contained in this section govern TSPs' tenders which are intended to apply when either air service or air with incidental motor service is performed. Air TSPs shall at all times comply with applicable federal statutes, regulations, and state laws when providing air transportation on behalf of the DoD. Commercial air service will not normally be used for transportation of shipments to be delivered within 500 surface miles from the shipping point except when commercial air is the low cost mode or the only mode that can meet shipment requirements. Participation in the Civil Reserve Air Fleet (CRAF) program is mandatory. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Table 1 – Contact Information.

ITEM 403	TIME-DEFINITE DELIVERY

Shipments tendered to a TSP for air service and subject to time-definite delivery (a requirement that a shipment be delivered no later than a specified date/time and destination) may move in any mode of conveyance that the TSP reasonably expects will meet the time-definite delivery requirement.

ITEM 405	AIR WITH INCIDENTAL MOTOR SERVICE

Transportation Service Providers (TSP) that provide incidental motor services (military installation to/from airfield/aircraft) for tendered air shipments shall comply with motor-TSP rules and guidance listed in Section B of this publication. Rates submitted for air movement will include the cost for incidental motor service.

PART II: GENERAL RULES

	AGGREGATE WEIGHT *(See NOTE)*

1. The Transportation Service Provider (TSP) agrees that it will aggregate all shipments from the same origin point to the same destination consignee for the same level of service tendered at the same time on the same day. Weight shall be adjusted and billed at the applicable rate for the total weight of these shipments.

2. All succeeding BL issued after the first BL for the given destination shall be annotated by the consignor: "Aggregate Weight Rule applies, Reference: BL Number:_____."

3. Hazardous or dangerous commodities may be consolidated, as described above, only with other compatible hazardous or dangerous commodities.

NOTE: Shipments must be tendered in whole pounds; fractions of pounds shall be increased to the next higher pound.

ITEM 411	CHARGES FOR WEIGHT *(See NOTES)*

Transportation charges for a shipment shall be based on the greater of:

1. Actual gross weight (including packing material).

2. Dimensional weight. Dimensional weight for a shipment shall be calculated on the basis of one pound per each 166 cubic inches as follows:

a. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches; or

b. Total Cubic Inches / 166 = Dimensional weight.

NOTE 1: See ITEM 407, AGGREGATE WEIGHT, and ITEM 421, OVERSIZED FREIGHT.

NOTE 2: Consignors must tender shipments in whole pounds; fractions of pounds shall be increased to the next higher pound.

ITEM 413	ESCORTS/COURIERS (ECR)

Air TSP provided couriers may accompany shipments aboard aircraft at the request of the government. Each escort and/or courier shall be subject to a charge of ECR(1) $_____ per person.

ITEM 415	FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999914

1. Freight All Kinds (FAK) consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristics.

2. The following commodities **may not** be included as FAK:

a. Narcotics and dangerous drugs
b. Ammunition and explosives (Class 1)
c. Inhalation hazard poisons
d. Radioactive materials, except those that may be transported by air in accordance with the provisions set forth in Title 49 CFR, Parts 172.101 and 173.421.
e. Etiologic agents
f. Hazardous or dangerous commodities
g. Corpses
h. Coins, currency, and precious metals
i. Postage stamps or stamped envelopes
j. Art
k. Live animals
l. Bulk commodities
m. Food, fresh, frozen, or requiring refrigeration
n. Military tractor tanks and tracked vehicles
o. Vehicles, self-propelled
p. Vehicles in driveway and/or towaway service
q. Any commodity assigned a DoD-unique commodity code by SDDC
r. Engines
s. Missiles or rockets
t. Aircraft parts
u. Crated Household Goods and Personal Effects

3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing any further exclusion. Tender commodity description "Freight All Kinds" (999914) shall be understood to include all commodities except those in paragraph 2.

4. Except as required by regulation or law, shipments described on Bills of Lading (BL) as “Freight All Kinds” (999914) will not be further described as to the individual commodities contained in the shipment.

5. Released value under this item for lost and/or damaged cargo shall not exceed $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of the articles lost or damaged plus the amount of applicable transportation charges.

NOTE: See ITEM 435, EXCESS VALUATION.

ITEM 417	FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999931

1. Freight All Kinds (FAK) - DoD Unique Number 999931 consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge regardless of their differing transportation characteristics.

2. The following commodities **may not** be included as FAK:

a. Radioactive materials.
b. Ammunition and explosives (Class 1)
c. Inhalation hazard poisons
d. Narcotics and dangerous drugs
e. Etiologic agents
f. Corpses
g. Coins, currency, and precious metals
h. Stamps
i. Art
j. Live animals
k. Bulk commodities
l. Food, frozen, fresh, or requiring refrigeration
m. Military tractor tanks and tracked vehicles
n. Vehicles, self-propelled
o. Vehicles in driveaway and or towaway service
p. Any commodity assigned a DoD-unique commodity code by SDDC
q. Aircraft parts
r. Engines
s. Missiles or rockets
t. Crated Household Goods and Personal Effects

3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing any further exclusion. Tender commodity description "Freight All Kinds (999931)" shall be understood to include all commodities except those in paragraph 2.

4. Except as required by regulation or law, shipments described on BLs as "Freight All Kinds (999931)" will not be further described as to individual commodities contained in the shipment.

5. Released value under this item for lost and/or damaged cargo shall not exceed $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges.

NOTE: See ITEM 435, EXCESS VALUATION.

ITEM 419	INSPECTION OF SHIPMENTS

TSP shall have the right to inspect shipments to determine applicable rates. When shipments are found to be incorrectly described on the BL, consignor will issue a BL Correction Notice (SF 1200), and freight charges shall be assessed according to the proper description.

ITEM 421	OVERSIZED FREIGHT *(See NOTE)*

1. The consignor must make advanced arrangements with the air TSP to transport the following oversized shipments:

a. Piece(s) that exceed 125 (10 feet, 5 inches) inches in length and/or prevent other freight from being loaded on the same pallet(s) because of special tie-down requirements.

b. Piece(s) that exceed 88 inches (7 feet, 4 inches) in width but are less than 125 inches (10 feet, 5 inches) in width and/or prevent other freight from being loaded on the same pallet(s) because of special tie-down requirements.

c. Piece(s) that exceed 59 inches (4 feet, 11 inches) in height.

d. Pieces that exceed 300 inches (25 feet) in length and girth combined shall be defined as an oversized shipment.

2. If transportation for such shipments shall be provided on pallets (width 88 inches, length 125 inches), the TSP will not assess a rental charge for the use of the pallets.

3. Charges: (stated in whole percent's only). On shipments of oversized freight, as described in paragraph 1a-1d above, the TSP's will be entitled to a flat surcharge of 520(1) for each oversized piece.

4. Oversized freight shipments will allow for an additional (1) day of transit time unless otherwise agreed to by the shipper and the TSP.

NOTE: See ITEM 411, CHARGES FOR WEIGHT.

ITEM 423	SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE

1. Charges for accessorial services described in *SECTION B, ITEM 63, AND ITEM 437, REDELIVERY (RCL)*; and *ITEM 429, WAITING TIME (WTG)* shall be chargeable to the appropriation and allotment designated by the military department or government agency that has jurisdiction over the local activity where the charges actually accrued.

ITEM 425	TSP-PROVIDED SERVICES

1. When a TSP publishes different levels of service at varying rates, the TSP will bill the Government at the rate applicable to the actual service performed, not to exceed the rate applicable to the service requested.

NOTE: Transit time for TSP-provided services shown below start on when the consignor's provides the package and all documentation necessary to initiate the shipment. If the consignor provides the package and documentation necessary to initiate the shipment at the time of pickup, then the transit time for TSP-provided services shown below start on the requested pickup date and time IAW the operating hours contained in the TFG. When the consignor requests pickup and/or delivery on Saturday, Sunday, holidays, and/or before or after an installation's normal operating hours as indicated in the TFG, refer to section B, Item 55, for appropriate accessorial-service charges. TSP shall not be penalized due to the consignor's inability to provide the package and necessary/required documentation to initiate the shipment.

The TSP must select the level of service to be used in the Standard Tender (Sections G and H) as follows:

a. Priority Service (SG) Next available flight; shipment may be required anytime during a 24-hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on BL in accordance with the TSP quote).

b. Overnight Service (D1): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignors requested pickup date of shipment.

c. Second Day Service (D2): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.

d. Deferred Service (D3): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the fifth business day after consignor requested pickup date of shipment.

2. When the consignor requests Overnight (D1) service with a before–12:00 p.m. delivery, the TSP is entitled to a charge of DEL(1)$_____per hundred pounds (CWT) subject to a minimum charge of DEL(2) $_____

3. TSPs must provide the consignor with the service type offered/requested noted below:

a. Airport-to-Airport Service (AA) - Origin city airport to destination city airport.

b. Door-to-Door Service (DD) - Shipper's origin to consignee's receiving point.

4. The consignor must annotate on the BL clearly and specifically a request for Priority, Overnight, Second Day Service, or Deferred Service. Where level of service is not requested, the TSP will bill for the lowest published charge in its tender. In no case will the TSP bill for a higher level of service than actually provided. In no event will the TSP bill for any service not provided with the exception of those provided for in Item 433.

ITEM 427	TSP SECURITY-CLEARANCE REQUIREMENTS

Refer to Section B, Item 1, of this publication for TSP security-clearance requirements.

ITEM 429	WAITING TIME (WTG)

1. When the aircraft of an air-taxi TSP is delayed or detained for loading/unloading and such delay or detainment is attributable to the consignor or consignee, the shipment(s) being loaded or unloaded shall be subject to the following provisions:

a. One (1) hour of free time shall be allowed for loading or unloading the TSP's aircraft. Free time shall begin from the time the TSP's employee notifies a responsible representative of the consignor or consignee that the aircraft is available and ready for loading/unloading, provided the time is within the consignor's or consignee's normal operating hours or acceptance hours as annotated on the BL.

b. If loading/unloading extends beyond the allowable free time, the charge shall be WTG (1) $_____per hour. If the period is less than 1 hour and equal to or greater than 15 minutes, the charge shall be prorated at ¼ of the hourly rate for each15minutes or

fraction thereof, subject to a maximum charge of WTG(2) $_____for each 24-hour period. There is no charge if the period is less than 15 minutes.

2. Installations incurring charges under this item shall be billed directly. *See ITEM 423, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE.*

ITEM 431	AIRBILL DESCRIPTION OF SHIPMENTS

The airbill description of shipments forwarded by air TSP must be indicated on the BL showing the aggregate cubic measurement, and in addition, the number of pieces, weight, and cubic measurement of each piece or package separately in block 18, Description of Commodities. For the purpose of determining cubic measurements, the greatest dimension of length, width, and height shall be used.

ITEM 433	EXCUSABLE DELAYS

The delivery commitment guarantee does not apply when the delays in delivery are caused by acts of God or of the public enemy, acts or omissions of the government in either its sovereign or contractual capacity, acts or omissions of the consignor, consignee appointment delivery mandates, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, or unusually severe weather. In each instance the failure to perform must be beyond the control and without the fault or negligence of the TSP. In the case of a delivery commitment guarantee that is not met due to an excusable delay, the TSP will have incurred costs making its best efforts to fulfill the delivery commitment guarantee, and, therefore, the TSP is entitled to bill and be compensated at the rate applicable to the requested service, regardless of whether the TSP ultimately performed to that level of service because the delay was beyond the control of the TSP.

ITEM 435	EXCESS VALUATION (EVC)

Should the consignor desire to declare and establish cargo liability for amounts greater than $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges, the TSP agrees to provide this increased liability coverage for EVC(1) $_____ for each $100 or fraction thereof.

ITEM 437	REDELIVERY (RCL)

1. In addition to the charges shown in Section B, Item 63, the TSP may establish a flat charge of RCL(4) $_____per shipment. If RCL(4) is selected, RCL(1), RCL(2), and RCL(3) will not be applicable.

2. If, after being notified that the shipment is on hand, the consignee elects to pick up the shipment at the TSP's terminal, no RCL charges will apply.

3. Installations incurring charges under this item shall be billed directly. *See ITEM 423, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES.*

PART III: RULES GOVERNING MOVEMENT OF HAZARDOUS, CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS

ITEM 439	ARRIVAL DURING OTHER-THAN-NORMAL OPERATING HOURS

Shipments should be delivered to the consignee during normal operating hours (refer to the transportation facilities guide [TFG] for specific terminal/installation normal operating hours). However, when a shipment arrives at an installation during other-than-normal operating hours due to circumstances beyond the TSP's control, a secure-holding area shall be provided for shipments that cannot be unloaded immediately. These areas shall be subject to the regulation of the cognizant military service for handling and safeguarding of hazardous, classified, and protected sensitive materials. In the event a secure-holding area is not available on a military installation, the TSP will call the appropriate emergency notification number shown in Section A, Part VIII, Table 1, to obtain authorization and directions to the closest secure-holding installation/activity terminal. Responsibility for the shipment remains with the TSP until the shipment has been formally delivered.

NOTE: See SECTION B, ITEM 79, ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL).

ITEM 441	DRIVER REQUIREMENTS

For driver requirements refer to Section B, Items 7 and 9.

ITEM 443	INSPECTION OF VEHICLES

For inspection of vehicle requirements refer to Section B, Item 11.

ITEM 445	PACKAGING AND MARKING REQUIREMENTS (HAZ)

1. TSPs will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with Code of Federal Regulations (CFR) 49, International Air Transport Association (IATA), or International Civil Aviation Organization (ICAO) regulations governing the commercial airline industry.

2. Nonscheduled TSPs or freight forwarders which own/operate leased or corporation aircraft will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with CFR 49.

3. Inspected hazardous material shipments found to be improperly prepared, packaged, or documented in accordance with CFR 49, IATA, or ICAO shall be returned to the consignor for correction.

4. Pieces with a floor bearing weight in excess of what can be loaded on the available aircraft must be provided with a suitable skid or base which will distribute the weight to what can be loaded on the available aircraft. The weight of such skid or base shall be included in the weight of the shipment.

5. The hazardous material shall be processed by the TSP for a charge of HAZ (1) $_____per shipment.

PART IV: TRANSPORTATION PROTECTIVE SERVICES RULES

ITEM 447	APPLICATION OF TRANSPORTATION PROTECTIVE SERVICES

1. Requirements for dual driver protective service (DDP), protective security service (PSS), and security escort vehicle service (SEV) that apply to the motor portion of an air freight shipment are located in Section B, Items 103, 105, and 109, respectively.

2. If a DoD consignor annotates the BL requesting the TSP provide more than one TPS and the requirements of one service duplicate the requirements of another service, the TSP will assess charges only for the higher service.

NOTE: See SECTION A, PART VI, TERMS AND CONDITIONS APPLICABLE TO ALL MODES, ITEM B, TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES.

ITEM 449	SIGNATURE AND TALLY RECORD SERVICE (675)/ELECTRONIC SIGNATURE SERVICE

TSP shall provide Signature and Tally Record Service (675) upon request of the consignor, subject to the following:

a. The service is designed to provide continuous responsibility for the custody of DoD shipments in transit. It requires a Signature and Tally Record (DD Form 1907) from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination.

b. The consignor or his agent must place and sign the following annotation on the bill of lading:

"Signature and Tally Record requested. DD Form 1907 furnished to TSP.

DATE_____SIGNATURE_____TITLE _____

c. Air TSPs performing 675 for DoD may use either a DD Form 1907, their own commercial signature form, or an electronic signature service to provide the record of continuous accountability and custody required for 675 shipments. The options are further explained below:

(1) A TSP-supplied form will provide a complete record of the chain of custody of the shipment and will have a standardized block of data pertinent to the government shipment, including all data elements contained in Section A of the DD Form 1907. It will provide a chain of custody for the shipment through each terminal handling point at origin, hub, or other interline point(s) and at destination. The TSP form shall be supplied to consignors by the air TSP in advance to allow for preparation of the shipment. The form shall be assembled in sufficient copies to cover all handling points and provide a signed copy to the consignee.

(2) TSPs may also offer an Electronic Signature Service that shows the movement of the shipment through the TSP system as recorded by certain electronic scans. When electronic tracking scans are used, neither actual signatures of persons handling the shipment nor a manually prepared Signature and Tally Record is required. However, a hard copy printout must be presented by the TSP to the consignee within three business days of shipment receipt. This printout will show scans at pickup and delivery and will also show movement as applicable into and out of terminals, stations, and/or hub locations. Upon request from the consignor or consignee, a TSP must be able to provide the identity of each person responsible for the scans, as reflected in the electronic records.

d. In addition to all rates and charges for transportation, shipments on which 675 is provided at consignor's request shall be subject to a charge of 675(1) $_____per shipment. In Section F(1) of the DoD Standard Tender of Freight Services, TSP will enter 675(1).

ITEM 451	CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)

1. In addition to the requirements identified in Section A and Section B, Item 101, the following applies to the air portion of air Constant Surveillance and Custody Service (CIS) shipments:

a. For parked aircraft with Transportation Protective Service (TPS) material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines, or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or is awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for motor CIS, defined in Section B, Item 101. As an alternative to observation, the shipment may be placed in a secure-holding area.

b. Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight, provided the shipment is loaded into a compartment that is not accessible to any unauthorized person. Conversely, if the shipment is loaded into a compartment of the aircraft that is accessible to an unauthorized person aboard, the shipment must remain under the constant surveillance of a cleared escort or qualified Transportation Service Provider (TSP) representative. Observation is required during loading and unloading operations and at any intermediate stops along the flight route.

c. Route shipments accepted for transport under CIS only via TSPs that can provide CIS.

2. In addition to all rates and charges for transportation, air shipments on which DoD CIS is provided at consignor's request shall be subject to a charge of CIS(1) $_____per shipment. TSP will enter CIS(1) in Section F, Item 1, of the DoD tender.

3. Closed Area Storage (Security Cages) Requirements

GENERAL: Closed area storage shall be constructed in accordance with the requirements set forth in DoD 5220.22-M, Chapter 5, Section 8, for safeguarding classified material: http://www.dtic.mil/whs/directives/corres/pdf/522022m.pdf

ITEM 453	EXPRESS TSP

1. Classified and sensitive materials requiring air-express service are limited to the USPS, and the two TSPs, UPS and FedEx awarded under the NGDS (domestic portion) contract. Use of other non-approved TSPs is strictly prohibited.

1. TSPs must comply with the Service Contract Act (41 USC 6703).

a. DoD qualified motor carriers are responsible for following the requirements of the SCA. The wage determination rates applicable to motor carriers moving freight for the DoD are based on shipment origin, within one of the nine origin regions, as outlined in the applicable Wage Determination.

b. All transportation contracts, to include individual Bills Of Lading (BOLs), must comply with the SCA. DoD regulations, (MFTURP-1 and DTR), do not relieve the responsibility for motor carriers to follow the provisions outlined by the SCA requirements mentioned above.

c. The Federal Register and the Code of Federal Regulations are the official sources for regulatory information published by the DOL.

d. SCA supporting documentation can be found on the SDDC public website:

(1) The current Wage Determinations can be found at: https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Wage%20Determination.pdf

(2) The DOL SCA Compliance Guide can be found at: https://www.sddc.army.mil/domTrans/Pages/default.aspx, Service Contract Act Tab

(3) The SCA Origin Regions can be found at this link: https://www.sddc.army.mil/domTrans/DomDocuments/SCA%20Regions.PNG

2. **Contractor Gratuities**. A TSP may be removed from the program if the TSP offered or gave a gratuity (including an entertainment or gift) to an officer, official, or employee of the Government with the intent to obtain favorable treatment. There may be additional actions against the TSP under the DTR, MFTURP-1, or applicable law.

3. **Prohibition against contingent fees**. By moving government cargo under this MFTURP, the TSP agrees that it has not employed or retained any person or agency to solicit or obtain the contract under an understanding or agreement for a commission, percentage, brokerage, or contingent fee, except a bona fide employee or established commercial or selling agency maintained by him to obtain business.

4. **Anti-Kickback Act Compliance.** TSP agrees to comply with the requirements of the Anti-Kickback Act of 1986 (now codified at 41 U.S.C. Chapter 87, Kickbacks). In transportation contracts with the government (including those moved by Tender and BOL) in excess of $150,000, the TSP shall have in place and follow reasonable

procedures designed to prevent and detect violations of the Kickbacks Statute in its own operations and direct business relationships (e.g., company ethics rules prohibiting kickbacks by employees, agents, or subcontractors; education programs for new employees and subcontractors, explaining policies about kickbacks, related company procedures and the consequences of detection; procurement procedures to minimize the opportunity for kickbacks; audit procedures designed to detect kickbacks; periodic surveys of subcontractors to elicit information about kickbacks; procedures to report kickbacks to law enforcement officials; annual declarations by employees of gifts or gratuities received from subcontractors; annual employee declarations that they have violated no company ethics rules; personnel practices that document unethical or illegal behavior and make such information available to prospective employers.

5. **Prohibition of contractors limiting subcontractor sales directly to the United States.** On any contract (including Tenders and BOLs) in excess of the simplified acquisition threshold (41 USC 134), the TSP shall not enter into any agreement with a subcontractor under the contract that has the effect of unreasonably restricting sales by the subcontractor directly to the United States of any item or process made or furnished by the subcontractor under the contract or otherwise act to restrict unreasonably the ability of a subcontractor to make sales to the United States.

6. **Limitation on use of appropriated funds to influence certain Federal contracting and financial transactions.** 31 USC 1352 prohibits a recipient of a Federal contract, from using appropriated funds to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any covered Federal actions. The term "appropriated funds" does not include profit or fee from a covered Federal action. To the extent a person can demonstrate that the person has sufficient monies, other than Federal appropriated funds, the Government shall assume that these other monies were spent for any influencing activities that would be unallowable if paid for with Federal appropriated funds. 31 USC 1352 also requires offerors to furnish a declaration consisting of both a certification and a disclosure, with periodic updates of the disclosure after contract award.

7. **Requirement to Inform Employees of Whistleblower Rights:**

a. The Contractor shall inform its employees in writing, in the predominant native language of the workforce, of contractor employee whistleblower rights and protections under 10 U.S.C. 2409.

b. The Contractor shall include the substance of this clause, including this paragraph (b), in all subcontracts.

8. **Equal Employment Opportunity**. TSP agrees to adhere to Executive Order 11246 (Equal Employment Opportunity), as amended. TSPs shall comply with these specific provisions. In general, the Executive Order prohibits federal contractors and federally assisted construction contractors and subcontractors, who do over $10,000 in Government business in one year from discriminating in employment decisions on the basis of race, color, religion, sex, sexual orientation, gender identity or national origin. The Executive Order also requires Government contractors to take affirmative action to ensure that equal opportunity is provided in all aspects of their employment. Additionally, Executive Order 11246 prohibits federal contractors and subcontractors from, under certain circumstances, taking adverse employment actions against applicants and employees for asking about, discussing, or sharing information about their pay or the pay of their co-workers.

9. **TSPs must comply with the Service Contract Act (41 USC 6703).** On the date a service employee begins work on a contract to which this Act applies, the contractor or subcontractor will deliver to the employee a notice of the compensation required under paragraphs (1) and (2) of the Act, on a form prepared by the Federal agency (see Appendix____) or will post a notice of the required compensation in a prominent place at the worksite."

a. The Department of Labor (DOL) reaffirmed the requirement for SDDC motor carriers to follow the provisions of the SCA. The DOL Wage and Hour Division (WHD) has sole SCA enforcement responsibility of the wage and benefit requirements of the SCA.

b. SDDC motor carriers are responsible for following the requirements of the SCA. The SCA requires contractors and subcontractors performing service in excess of $2,500 to pay employees no less than the wage rates and benefits found prevailing in the locality. For tenders, a contract is considered to be completed by the issuance of a bill of lading. The wage determination rates applicable to motor carriers moving freight for the DoD are based on shipment origin, within one of the nine origin regions, as outlined in the applicable Wage.

c. All transportation contracts, to include individual Bills Of Lading (BOL's), in excess of $2,500 must comply with the SCA. Department of Defense regulations, (MFTURP-1 and DTR), do not relieve the responsibility for motor carriers to follow the provisions outlined by the DOL SCA requirements mentioned above. The Federal Register and the Code of Federal Regulations are the official sources for regulatory information published by the DOL. The DOL provided a Compliance Guide to facilitate access to information on the SCA. It, along with other supporting documentation, can be found on the SDDC public website:
https://www.sddc.army.mil/domTrans/Pages/default.aspx.

10. **Minimum Wage for Contractor Employees**:

a. The Contractor shall pay to workers, while performing in the United States, and performing on, or in connection with, this contract, a minimum hourly wage rate of $10.10 per hour beginning January 1, 2015.

b. The Contractor shall adjust the minimum wage paid, if necessary, beginning January 1, 2016, and annually thereafter, to meet the applicable annual E.O. minimum wage. The Administrator of the Department of Labor's Wage and Hour Division (the Administrator) will publish annual determinations in the Federal Register no later than 90 days before the effective date of the new E.O. minimum wage rate. The Administrator will also publish the applicable E.O. minimum wage on www.wdol.gov (or any successor Web site) and a general notice on all wage determinations issued under the Service Contract Labor Standards statute or the Wage Rate Requirements (Construction) statute, that will provide information on the E.O. minimum wage and how to obtain annual updates. The applicable published E.O. minimum wage is incorporated by reference into this contract.

11. **Small Business Provisions**. In accordance with 15 USC 637, TSPs shall to arrange for the performance of transportation contracts by negotiating or otherwise letting subcontracts to socially and economically disadvantaged small business concerns for construction work, services, or the manufacture, supply, assembly of such articles, equipment, supplies, materials, or parts thereof, or servicing or processing in connection therewith, or such management services as may be necessary to enable the Administration to perform such contracts.

12. **Veteran Preference**. In transportation contracts in the amount of $100,000 or more, TSPs shall take affirmative action to employ and advance in employment qualified covered veterans IAW 38 USC 4212.

13. **Employment of Individuals with Disabilities**. In transportation contracts in the amount of $100,000 or more, TSPs shall take affirmative action to employ and advance in employment qualified individuals with disabilities IAW 29 USC 793.

14. **Taxpayer Identifying Number**. TSPs must provide their Taxpayer Identifying Number (TIN) as part of their program enrollment/eligibility IAW 31 USC 7701(c).

15. **National Labor Relations Act Compliance**. TSPs engaging in government contracts, to include non-FAR transportation contracts, shall comply with the requirements of 29 USC 151-169.

APPENDIX A
TYPE OF EQUIPMENT CODES

TYPE EQUIPMENT CODES

Motor and TOFC (Dimensions are Outside Dimensions)

Pipeline	8X
Tractor, air ride	A5
Tractor, other than air ride	A6
Flat bed, 30 feet and less, hooked in tandem as one unit	A7
Van, air ride, w/temperature & humidity control	A8
410 Dromedary, 102" L x 75 1/2" H x 92" W, w/o mechanical restraining devices	A10
410 Dromedary, 102" L x 75 1/2" H x 92" W, with mechanical restraining devices	A16
Van, air ride, 45 ft. or 48 ft., padded, equipped with electric hydraulic powered crane loading/unloading system or hydraulic powered loading lift gates	A11
Propeller Trailer	A18
Motor Vehicle Transport Trailer	A20
Removable gooseneck	A30
Flatbed trailer, hot shot, maximum weight 28,000-lbs.40 ft. and over	A40
Van, closed, padded/logistics type, 40 ft. and over	A50
Van, closed, air ride, 30 ft. and less	AA1
31 - 40 ft	AA2
over 40 ft	AA3
Lowboy, level deck, 2 Axles	AB2
Lowboy, level deck, 3 Axles	AB3
Lowboy, level deck, 4 Axles	AB4
Lowboy, level deck, 5 Axles	AB5
Lowboy, level deck, w/outriggers, 3 or more Axles	AB6
Lowboy, level deck, 7 Axles	AB7
Lowboy, level deck, 9 Axles	AB9
Lowboy, level deck, 10 Axles and over	AB0
Expandable low bed trailer, 2 Axles	AC2
Expandable low bed trailer, 3 Axles	AC3
Expandable low bed trailer, 4 Axles	AC4
Dromedary Boxes without mechanical restraining devices that have any of the following dimensions and cube	AD
82"L x 53 1/2"H x 52"W .....132 CUBIC FT	
88"L x 60"H x 60"W.....155 CUBIC FT	
96"L x 66"H x 55"W.....180 CUBIC FT	
90"L x 70"H x 57 1/2"W .....200 CUBIC FT	
Dromedary Boxes with mechanical restraining devices	AD6
Lowboy, double drop, 2 Axles	AE2
Lowboy, double drop, 3 Axles	AE3
Lowboy, double drop, 4 Axles	AE4
Lowboy, double drop, 5 Axles	AE5
Lowboy, w/outriggers, 3 or more Axles	AE6
Lowboy, double drop, 7 Axles	AE7

Lowboy, double drop, 9 Axles	AE9
Lowboy, double drop, 10 Axles and over	AE0
Flat bed, 30 ft and less	AF1
31 - 40 ft	AF2
over 40 ft	AF3
Flatbed, w/Conestoga Tarp, 30 ft and less	AF4
31 – 40 ft	AF5
Over 40 ft	AF6
Van, open 30 ft and less	AG1
31 - 40 ft.	AG2
over 40 ft.	AG3
Tautliner Van w/side tarps, 30 ft. and less	AG4
31 - 40 ft.	AG5
over 40 ft.	AG6
Drop frame trailer, drop/step deck, 2 Axles	AH2
Drop frame trailer, drop/step deck, 3 Axles	AH3
Drop frame trailer, drop/step deck, air ride, 2 axles	AI2
Drop frame trailer, drop/step deck air ride, 3 Axles	AI3
Lowboy, level deck, air ride, 2 Axles	AJ2
Lowboy, level deck, air ride, 3 axles	AJ3
Lowboy, level deck, air ride, 4 Axles	AJ4
Lowboy, level deck, air ride, 5 Axles	AJ5
Lowboy, level deck, air ride, with outriggers, 3 or more Axles	AJ6
Lowboy, level deck, air ride, 7 Axles	AJ7
Lowboy, level deck, air ride, 9 Axles	AJ9
Low boy, level deck, air ride, 10 Axles and over	AJ0
Van, refrigerated, perishable food	AK
Extendable flatbed trailer, 2 Axles	AL2
Extendable flatbed trailer, 3 Axles	AL3
Extendable flatbed trailer, 4 Axles	AL4
Lowboy, double drop, air ride, 2 Axles	AM2
Lowboy, double drop, air ride, 3 Axles	AM3
Lowboy, double drop, air ride, 4 Axles	AM4
Lowboy, double drop, air ride, 5 Axles	AM5
w/outriggers, 3 or more Axles	AM6
Lowboy, double drop, air ride, 7 Axles	AM7
Lowboy, double drop, air ride, 9 Axles	AM9
Lowboy, double drop, air ride, 10 Axles and over	AM0
Adjustable tilt bed trailer	AN
Straight truck, enclosed van, 12 ft., 5,000 lbs. maximum cargo capacity	AO1
Straight truck, enclosed van, 20 ft. 13,000 lbs. maximum cargo capacity	AO2
Straight truck, enclosed van, air ride, 12 ft., 5,000 lbs. maximum capacity	AO3
Straight truck, enclosed van, air ride, 20 ft., 13,000 lbs. maximum cargo capacity	AO4
Straight truck, enclosed van, 20 ft., 13,000 lbs. maximum cargo capacity, padded/logistics type w/air ride suspension	AO5

Pickup, truck, with cap, 18 ft. long, 500 lbs. maximum cargo capacity	AO6
Econo van, 17 ft. long, 2,000 lbs. maximum cargo capacity	AO7
Dump trailer, 28 ft. long, 2 axles, hydraulic powered lift	AO8
Removable Gooseneck, 3 Axles	AQ3
Removable Gooseneck, 4 Axles	AQ4
Removable Gooseneck, 5 Axles	AQ5
Removable Gooseneck, 6 Axles	AQ6
Removable Gooseneck, 7 Axles	AQ7
Removable Gooseneck, 8 Axles	AQ8
Removable Gooseneck, 9 Axles	AQ9
Removable Gooseneck, 10 Axles and over	AQ0
Aft Steering Unit	AP
Van, refrigerated, other	AR
Livestock transporter	AS
Tank, 5001 - 8000 gallons	AT1
over 8000 gallons	AT2
Container, shipper owned, environmental, temperature, and humidity controlled	AU
Van Closed, 30 ft. and less	AV1
31 - 40 ft.	AV2
over 40 ft.	AV3
Van, Closed, Rollerbed, 40 ft.:	
fixed rollers	AV4
retractable rollers	AV5
Van, Closed, Rollerbed, 45 ft. and over	
fixed rollers	AV6
retractable rollers	AV7
Van, Closed, 45 to 48 ft., 12' 4" high	AV8
Expandable Removable Gooseneck, 2 Axles	AW2
Expandable Removable Gooseneck, 3 Axles	AW3
Expandable Removable Gooseneck, 4 Axles	AW4
Expandable Removable Gooseneck, 5 Axles	AW5
Expandable Removable Gooseneck, 6 Axles	AW6
Expandable Removable Gooseneck, 7 Axles	AW7
Expandable Removable Gooseneck, 8 Axles	AW8
Expandable Removable Gooseneck, 9 Axles	AW9
Expandable Removable Gooseneck, 10 Axles and Over	AW0
Flat bed, all lengths (Twist Lock)	AX
Jig Trailer, 2 Axles	AX2
Jig Trailer, 3 Axles	AX3
Jig Trailer, 4 Axles	AX4
Jig Trailer, 5 Axles	AX5
Jig Trailer, 6 Axles	AX6
Jig Trailer, 7 Axles	AX7
Jig Trailer, 8 Axles	AX8
Jig Trailer, 9 Axles	AX9
Jig Trailer, 10 Axles and Over	AX0
Van, closed, 30 ft. and less, double type single unit	AY1
Van, closed, 30 ft. and less, hooked in tandem as one unit	AY2

Flat bed, air ride, 30 ft. and less	AZ1
31 - 40 ft.	AZ2
over 40 ft.	AZ3

CONTAINERS MOTOR AND TOFC

Containers	QM
Containers 20 feet and less	QA1
Containers, 24 feet	QA2
Containers 27 feet	QA3
Containers 35 feet	QA4
Containers 40 feet	QA5
Containers 45 feet and over	QA6

RAILROAD

Box, automobile	KA
Box, damage prevention type	KP
Box, end door	KE
Box, any other type not over 52'6"	KO1
over 52'6", but not over 60'9"	KO2
over 60'9"	KO3
Box, missile, DoDX w/refrigeration	KX
Box, nuclear waste, DoDX w/racks permanently affixed	KC
Caboose, DoDX armed guard	KU
Flat, bi-level, not enclosed	KB1
Enclosed	KB2
Flat, tri-level, not enclosed	KL1
Enclosed	KL2
Flat heavy duty	KY
Flat, any other type not over 70 ft., includes DoDX 41000-series cars	KF1
over 70 ft., but not over 90 ft., includes DoDX 42000-series cars	KF2
Flat, DoDX, not over 60 ft.	KZ1
over 60 ft., includes DoDX 40000-series cars	KZ2
Locomotive, under own power, on own wheels	KZ3
Locomotive, n/u/own power, on own wheels	KZ4
Locomotive, n/u/own power, n/on own wheel	KZ5
Gondola, drop ends	KD
Gondola, any other type 52 ft., high capacity	KG1
65 ft. high capacity	KG2
Hopper:	
open-top, 80 tons and less	KH1
open-top, 100 tons, 2,000 cubic feet	KH2
closed-top, 70 tons, 2,000 cubic feet	KH3
closed-top, 100 tons, 2,929 cubic feet	KH4
closed-top, 100 tons, 4,000 cubic feet	KH5
closed-top, 100 tons, 4,600 cubic feet	KH6
Refrigerator, perishable foods, not over 53 ft. mechanical	KK1
over 53 ft., but not over 61 ft. mechanical	KK2
Refrigerator, any other type, not over 53 ft. mechanical	KR1

over 53 ft., but not over 65 ft. mechanical	KR2
Stock	KS
Tank, 10,000 gallons	KT1
Tank, 20,000 gallons	KT2
Tank, 30,000 gallons	KT3
TOFC car	KW1
COFC car, includes DoDX 48000-series cars	KW2

WATER

Steamship	WA
Covered Barge	WE
Liquid Covered Barge	WK
Flush Deck Oil Barge	WI
Special Auto Barge	WP
Cylinder Tank Barge	WG

APPENDIX B
DoD UNIQUE COMMODITY CODES

National Motor Freight Classification (NMFC) for motor or Standard Transportation Commodity Code (STCC) for rail shipments must be used in the Standard Tender of Freight Services. When no NMFC or STCC exists, use the applicable Department of Defense (DoD) unique codes shown below. The released values shown for these commodities apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR 171.15 and 173.53.

DoD Unique Code	STCC (Rail)	Description
014255	3722221	MISSILES OR ROCKETS, WITHOUT WARHEADS; OR MISSILE GUIDANCE CONTROL SYSTEMS OR ELECTRONIC GUIDANCE CONTROL APPARATUS; OR MISSILE OR ROCKET FRAME ASSEMBLIES CONTAINING ELECTRONIC APPARATUS; OR MOBILE MISSILE OR ROCKET GUIDANCE CONTROL SYSTEMS, RELEASED VALUE NOT EXCEEDING $5.00 PER POUND
06430001	1991151	AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISIONS 1.1 OR 1.2 RELEASED VALUE NOT EXCEEDING $2.50 PER POUND
06430002	1951154	AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISIONS 1.2 AND 1.3 RELEASED VALUE NOT EXCEEDING $2.50 PER POUND
06430003	1951153	AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS, NOIBN/NOI, CLASS 1, DIVISION 1.4 RELEASED VALUE NOT EXCEEDING $2.50 PER POUND
06430004	1925112	MISSILES OR ROCKETS, GUIDED WITH WARHEADS, CLASS 1, DIVISIONS 1.1, 1.2 AND 1.3 RELEASED VALUE NOT EXCEEDING $5.00 PER POUND

12082002	3722117	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER TYPE OR JET PROPULSION TYPE, MOUNTED ON TRAILERS OR WHEELED SHIPPING CARRIERS, RELEASED VALUE NOT EXCEEDING $5.00 PER POUND
12082003	3722118	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER TYPE OR JET PROPULSION TYPE OTHER THAN MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING $5.00 PER POUND
12082004	3722120	ENGINES, STEAM OR INTERNAL COMBUSTION, NOIBN, MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING $5.00 PER POUND
12082005	3722119	ENGINES, STEAM OR INTERNAL COMBUSTION, NOIBN, OTHER THAN MOUNTED ON TRAILERS OR WHEELED SHIPPING CONTAINERS, RELEASED VALUE NOT EXCEEDING $5.00 PER POUND
145701	1931196	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT LESS THAN 40,000 POUNDS
14570101	N/A	MORTAR CARRIER, M106
14570102	N/A	MORTAR CARRIER, M106A1
14570103	N/A	MORTAR CARRIER, M106A2
14570104	3711425	PERSONNEL CARRIER, M113
14570105	3711425	PERSONNEL CARRIER, M113A1
14570106	3711425	PERSONNEL CARRIER, M113A2
14570107	3711425	PERSONNEL CARRIER, M113A3
14570108	N/A	MORTAR CARRIER, M125A1
14570109	N/A	MORTAR CARRIER, M125A2
14570110	N/A	FLAME THROWER CARRIER, M132

14570111	N/A	FLAME THROWER CARRIER, M132A1
14570112	N/A	ANTI-AIRCRAFT GUN, M163
14570113	N/A	MISSILE LOADER TRANSPORTER, M501
14570114	N/A	CARGO CARRIER, M548
14570115	N/A	CARGO CARRIER, M548A1
14570116	N/A	RECONNAISSANCE VEHICLE, M551
14570117	N/A	RECONNAISSANCE VEHICLE, M551A1
14570118	N/A	COMMAND POST CARRIER, M577
14570119	N/A	COMMAND POST CARRIER M577A1
14570120	N/A	COMMAND POST CARRIER M577A2
14570121	N/A	RECOVERY VEHICLE, M806
14570122	N/A	IMPROVED TOW CARRIER, M901
14570123	N/A	IMPROVED TOW CARRIER, M901A1
14570124	N/A	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT LESS THAN 40,000 POUNDS, RELEASED VALUE NOT TO EXCEED $2.50 PER POUND PER VEHICLE
145702	N/A	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT 40,000 TO 59,999 POUNDS
14570201	N/A	BRADLEY TANK, M2
14570202	N/A	BRADLEY TANK, M2A2
14570203	N/A	BRADLEY TANK, M3
14570204	N/A	HOWITZER, M109
14570205	N/A	HOWITZER, M109A1
14570206	N/A	HOWITZER, M109A2
14570207	N/A	HOWITZER, M109A3
14570208	N/A	HOWITZER, M110

14570209	N/A	RECOVERY VEHICLE, M578
14570210	N/A	AMMUNITION TSP, M99
14570211	N/A	MULTIPLE ROCKET LAUNCHER, MLRS
14570212	N/A	ARMY TRACKED VEHICLE GROUP, W/WO GUNS, VEH WGT 40,000 TO 59,999 LBS, RELEASED VALUE NOT TO EXCEED $2.50 PER POUND PER VEHICLE
145703	N/A	ARMY TRACKED VEHICLE GROUP: WITH OR WITHOUT GUNS, VEHICLE WEIGHT 60,000 POUNDS OR MORE
14570301	N/A	COMBAT TANK, M1
14570302	N/A	COMBAT TANK, M1A1
14570303	N/A	BRADLEY TANK, M3A2
14570304	N/A	COMBAT TANK, M48A1
14570305	N/A	COMBAT TANK, M48A2
14570306	N/A	BRIDGE LAUNCHER TANK, M48A2
14570307	N/A	COMBAT TANK, M48A
14570308	N/A	COMBAT TANK, M48A5
14570309	N/A	BRIDGE LAUNCHER TANK, M48A5
14570310	N/A	COMBAT TANK, M48C
14570311	N/A	BRIDGE LAUNCHER TANK, M48C
14570312	N/A	COMBAT TANK, M60A1
14570313	N/A	COMBAT TANK, M60A2
14570314	N/A	COMBAT TANK, M60A3
14570315	N/A	BRIDGE LAUNCHER TANK, M60C
14570316	N/A	RECOVERY VEHICLE, M88
14570317	N/A	RECOVERY VEHICLE, M88A1
14570318	N/A	HOWITZER, M110A1

14570319	N/A	HOWITZER, M110A2
14570320	N/A	COMBAT ENGINEER VEHICLE, M728
14570321	N/A	ARMY TRACKED VEHICLE GROUP, W/WO GUNS, VEH 60,000 OR MORE, RELEASED VALUE NOT TO EXCEED $2.50 PER POUND PER VEHICLE
1929110	1929110	AMMUNITION, FIXED, CANNON, WITH EMPTY, INERT-LOADED OR SOLID PROJECTILE
1929145	1929145	FUZES, COMBINATION, PERCUSSION, TRACER OR TIME
1929191	1929191	AMMUNITION, FIXED, NEC, FOR CANNON
1931145	1931145	ARMY TRACTOR TANKS, WITH GUNS MOUNTED
1961110	1961110	AMMUNITION, SMALL ARMS
1991155	1991155	AMMUNITION, EXPLOSIVE, INCENDIARY OR GAS, SMOKE OR TEAR PRODUCING
2818023	2818023	DIMETHYLHYDRAZINE
2818238	2918238	HYDRAZINE
2818890	2818890	COMPRESSED GASES, NEC, POISON
2819215	2819215	NITRIC ACID
2911130	2911130	FUEL, JET
2911190	2911190	GASOLINE, NEC
3443175	3443175	HEAT EXCHANGERS, NAVAL REACTOR SYSTEM, NOT IRRADIATED
3711425	3711425	ARMORED PERSONNEL CARRIERS, MILITARY
3722115	3722115	ENGINES, INTERNAL COMBUSTION, RADIAL CYLINDER OR JET PROPULSION TYPE
4111615	4111615	HOUSEHOLD GOODS, SECOND HAND (USED)
999901	3722116	ENGINES, I/C, RADIAL CYL/JET PROP TYPE MTD ON TRAILERS/WHEELED SHIP CONTAINERS
999902	3519952	ENGINES, I/C, RADIAL CYL/JET PROP TYPE O/T MTD ON TRAILERS/WHEELED SHIP CONTAINERS

999903	3511290	ENGINES, STEAM/IC, NOIBN, MTD ON TRAILERS/WHEELED SHIP CONTAINERS,
999904	3511291	ENGINES, STEAM/IC, NOIBN, O/T MTD ON TRAILER/WHEELED SHIP CONTAINERS
999906	4611128	CRATED HOUSEHOLD GOODS AND UNACCOM PANIED BAGGAGE, (DPM SHIPMENTS)
999908	3711971	VEHICLES, MTR FREIGHT, INCL TRACTORS(DRIVING TRUCKS FOR FREIGHT VEH/FIRE APPARATUS)
999909	3711973	VEHICLES, MOTOR, PASSENGER, INCL AMBULANCES/HEARSES
999910	N/A	SECOND PROVISO COMMODITIES, RVNE $2.50 PER LB
999911	N/A	FREIGHT ALL KINDS, INCL HAZ MAT, BUT EXCLUDING (1) PERS PROP SHIP, INCL DPM, (2) CLASS A,B, AMMO, EXP OR FIREWORKS, (3) CLASS C AMMO, EXPLOS REQURING A DoD TPS, ETC. RV OT EXCEEDING $20. PER LB
999912	4611125	FAK, EXCEPT CLASS 1, DIVISIONS 1.1, 1.2 AND 1.3 AMMUNITION, EXPLOSIVES, FIREWORKS, OR CHEMICAL MUNITIONS AND OTHER HAZARDOUS MATERIALS
99991201	4611121	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 AMMO/EXPL/FR WRKS/CHEM MUN AND OTHER HAZARDOUS MATERIALS, BUT INCLUDING DPM SHIPMENTS OF CRATED HHG AND UB
999913	4611123	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 EXPL/FR WRKS/CHEM MUN, BUT INCLUDING OTHER HAZMAT & NON-SENSITIVE CLASS 1, DIV 1.4, COMMODITIES LESS THAN 1,001 LBS.
99991301	4611122	FAK, EXCEPT CLASS 1, DIVS 1.1, 1.2 AND 1.3 EXPL/FR WRKS/CHEM MUN, BUT INCLUDING OTHER HAZMAT & NON-SENSITIVE CLASS 1, DIV 1.4, COMMODITIES LESS THAN 1,001 LBS. AND DPM SHIPMENTS OF CRATED HHG AND UB

999914	N/A	FAK, AIR SHIPMENTS, EXCEPT COMMODITIES SHOWN IN SECTION F, ITEM 433 (HAZARDOUS OR DANGEROUS COMMODITIES)
99991501	2911159	GASOLINE/GASOHOL, AUTOMOTIVE
99991502	2911151	GASOLINE, AVIATION
99991503	2911231	KEROSENE
99991504	2911158	TURBINE FUEL, AVIATION OTHER THAN JP-4,5,7,8,10 OR JPTS
99991505	2911331	DIESEL FUEL
99991506	2911330	FUEL OIL, BURNER
99991507	2991231	LUBRICATION OIL
99991508	2911153	TURBINE FUEL, AVIATION, JP-4
99991509	2911154	TURBINE FUEL, AVIATION, JP-5
99991510	2911155	TURBINE FUEL, AVIATION, JP-7
99991511	2911156	TURBINE FUEL, AVIATION, JP-8
99991512	2911152	TURBINE FUEL, AVIATION, JP-10
99991513	2911157	TURBINE FUEL, AVIATION, JPTS
99991514	N/A	TURBINE FUEL, AVIATION F24
999916	N/A	FAK, ITEM DESCRIPTION
999917	N/A	ARMY TRACTOR TANKS AND TRACKED VEHICLES UNSERVICEABLE, NOT FOR FURTHER USE, RVNX .40 PER POUND
999918	N/A	SECOND PROVISO COMMODITIES, ITEM DESCRIPTION
999919	N/A	THIRD PROVISO COMMODITIES, ITEM DESCRIPTION
999920	N/A	THIRD PROVISO COMMODITIES, RVNE $2.50 PER LB

999921	N/A	FAK, AS DESCRIBED IN THE GOVERNING RULES PUBL., SUBJ TO FULL COMMON CARRIER LIABILITY
999922	N/A	FAK, ITEM DESCRIPTION
999923	N/A	FAK, ITEM DESCRIPTION
999924	N/A	FAK, ITEM DESCRIPTION
999925	4611129	PERISHABLE SUBSISTENCE REQUIRING TEMPERATURE CONTROL (SUBJECT TO FULL COMMON CARRIER LIABILITY)
999926	N/A	THIRD PROVISO COMMODITIES, SUBJECT TO FULL COMMON CARRIER LIABILITY, (BASE CLOSURES ONLY)
999927	N/A	FAK, EXCEPT CLASSES A, B, C, INCLUDE HAZMAT, RVNE $9.07 PER LB PER PIECE OR $250. PER PIECE, WHICHEVER IS GREATER, NEAV (AIR GT ONLY)
999928	3443109	HEAT EXCHANGERS, NOI, RVNE $.40 PER LB (SPECIAL NEG, DOE/NAVY ONLY)
999929	N/A	FAK, ITEM DESCRIPTION AND CARRIER LIABILITY AS DESCRIBED IN GOVERNING RULES PUBLICATION (SMALL PKG SURFACE AGREEMENT ONLY)
999931	N/A	FAK, EXCEPT COMMODITIES EXCLUDED IN ITEM 417, MFTURP-1, SECTION F RVNE, $1.00 PER POUND, OR $100.00 PER PIECE, WHICHEVER IS GREATER BUT NOT EXCEED ACTUAL VALUE.
999932	N/A	FAK, INCL CERTAIN HAZMAT, EXCLUDESHAZ CL 1, DIV 1.1-1.6, RVNE $9.07 PER PD PER PIECE/$250. WHICHEVER IS GREATER NE ACTUAL VALUE (AIR TAXI)
999935	N/A	PERISHABLE SUBSISTENCE REQUIRING TEMPERATURE CONTROL
99994110	N/A	AMMUNITION CARRIER, M992
999954	N/A	SPECIAL DETENTION

999959	N/A	ACCESSORIAL SERVICES
999960	2818892	DINITROGEN, TETROXIDE, LIQUEFIED (N204) BULK OR CONTAINERS
999961	2818016	DIMETHYLHYDRAZINE, UNSYMMETRICAL (UDMH), BULK/CONTAINERS
999962	2818202	HYDRAZINE, ANHYDROUS (AH), IN BULK OR CONTAINERS
999963	2818206	HYDRAZINE, AQUEOUS SOLUTION WITH MORE THAN 64% HYDRAZINE BY MASS (H-70), IN BULK OR CONTAINERS
999964	2813996	METHYLHYDRAZINE (MMH), IN BULK OR CONTAINERS
999965	2899904	TOXIC LIQUID, FLAMMABLE, ORGANIC, NOS, INHLA HAZARDOUS PACKAGE GROUP 1, ZONE B, IN BULK OR CONTAINER, RV NE $2.50 PER POUND
999966	2819216	NITRIC ACID, RED FUMING (IRFNA), IN BULK OR CONTAINERS
999967	2818891	FLUORINE, COMPRESSED (GASEOUS)
999968	N/A	TIER 1 BSAT TIER 1 BIOLOGICAL SELECT AGENTS AN D TOXINS (TIER 1 BSAT)
999980	N/A	TPS RULES
999989	3732310	TOW BARGES

APPENDIX C
CODES FOR ACCESSORIAL SERVICES

ANSI code	Description
020	Address Corrections
045	Advancing Charges
405	Fuel Surcharge/Adjustment
490	Crane Operator at Destination
495	Crane at Destination
500	Crane at Origin
505	Crane Operator at Origin
520	Over dimensional Freight Service (Truckload)
675	Signature and Tally Record Service
AAM	Materials
AAS	Attendants Accompanying Government Freight Shipments
ADL	Advance Loading Service
AIB	Additive/Conductivity/Icing Inhibitor Service
AIR	Sends Service Level/Type Information
ARG	Rail Armed Guard Surveillance Service
BLK	Blocking, Bracing and Tie-Down Service for Rail
CGC	Caboose/Guard Cars Furnished/Occupied
CHN	Chains and Binders
CIS	DoD Constant Surveillance Service
CLN	Cleaning
CTR	Circuitous Routing
DCS	Trailer Tracking Service
DDP	Dual Driver Protective Service
DEL	Arms, Ammunition, and Explosive Shipment Delivery (Motor)
DEL	Receipt and Issue (Pipeline)
DEM	Demurrage (Straight)
DEP	Detention: Vehicles with Power Units
DET	Detention: Vehicles without Power Units
DPD	Drayage at Destination
DPE	Drayage at Origin
DRS	Disaster Recovery Surcharge (Pipeline)
DTB	Detention of Vehicles

ECR	Escorts and Couriers
ECS	Empty Cars Ordered But Not Used
ELS	Extra Lights
EMT	Empty Movement of Equipment
ERS	Equipment, Empty Trailers – Return of
EVC	Excess Valuation
EXC	Exclusive Use of Trailer or Dromedary
EXD	Extra Driver
EXP	Expedited Service
FCS	Furnishing Chassis for COFC Shipments
GDS	Incentive Scheduled Delivery
GSS	Greater Security Service
HAZ	Hazardous Materials Handling
HHB	Handling Freight At Positions Not Immediately Adjacent To Vehicle
HOL	Sunday/Holiday Pickup/Delivery
HOS	Hose
HOX	
EDD	
EDO	
HRS	Heater/Refrigerator Service
IDC	Idler Car
IMP	Impactographs
IMS	Intermodal Shipments
LAS	Loss of Product
LDA	TSP to Load (Rail)
LDL	TSP to Unload (Rail)
LFD	Dedicated Switch Engine Crew at Destination
LIE	Liability of TSP
LMD	Dedicated Switch Engine at Destination
LME	Dedicated Switch Engine at Origin
LTE	Dedicated Switch Engine Crew at Origin
MES	Escort/Flagman/Telephone Service
MEN	
MET	
MTX	Military Traffic Expediting Service
ORS	Receipt/Issue Other Than Normal Operating Hours
PAJ	Unassisted Pumping Service
PER	Overweight Permit Shipment
PRD	Portable Ramps at Destination
PRL	Prelodging
PRO	Portable Ramps at Origin
PSS	Protective Security Service
PTS	Protective Tarping Service
PUC	Pickup Charges for Scheduled Services
PUD	Pickup/Delivery (on workdays outside normal operating hours)

RCC	Reconsignment/Diversion
RCL	Redelivery
RDH	Technical Assistance for Loading
RIS	Rail Inspection Service
RLS	Relocation of Vehicles
RMC	Return Empty Containers/Pallets
RMP	Return Movement of Pallets
RSS	Restricted Speeds
SAT	Saturday Pickup/Delivery
SDL	Split Delivery
SEV	Security Escort Vehicle Service
SFT	Special Train Service
SNS	Satellite Motor Surveillance Service
SOC	Stop-off in Transit
SPA	Allowances
SPU	Split Pickup
SRG	Storage
SRS	Surveying Routes (Motor)
SRS	Security Recovery Surcharge (Pipeline)
STO	Stowage
SUP	Inspector Requested for Loading
SVS	Storage of Vehicles
TER	TSP to Unblock, Unbrace and/or Untie (Rail)
TMV	Tendering of Multiple Vehicles
TOW	Towaway
UBL	Secure and Release Loads
URC	Loading-Unloading by TSP
VFN	Vehicles Furnished but not Used
WDS	Waterfront Delivery
WTV	Weight Verification

APPENDIX D
DEFINITIONS

ACCESSORIAL SERVICES – Services performed which are additional, supplemental, or special, in addition to the basic transportation service.

ACTUAL PLACEMENT – The placing of a TSP conveyance in an accessible position for loading or unloading, or at a place specifically designated by the shipper or consignee.

ACTUAL VALUE RATE – A rate based on the actual value of the material shipped.

AGREED VALUATION – The value of articles in a freight shipment agreed upon as the basis of which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be had in event of loss or damage in transit.

AIR TAXI – Air transportation from a TSP offering non-scheduled air services of passengers or cargo, on a charter or contract basis. Aircraft, having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of Federal and State bodies, can be either fixed-wing or helicopter.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) – Organization that serves as coordinator of a voluntary standardization system for the U.S. private sector.

AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM) – Organization for standardizing petroleum industry specifications and testing methods.

APPEAL – Procedures that allows reconsideration of a TSP in non-use or disqualified status.

ARMS, AMMUNITION, AND EXPLOSIVES – Arms, ammunition, and explosives are those items set forth within the scope and intent of Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

ASTM TABLE 6 – Standardized table for converting a measured volume of fuel to a standard 60 degrees Fahrenheit.

ASTRAY CARGO (See GOCARE) – Shipments or portions of shipments found in a TSP's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.

BARGE – A category of vessel designed as non-self-propelled units for the carriage of cargo on the weather deck or in holds or in tanks. The units are towed/pushed by another ship (tug or pusher vessel).

BARGE BOOMING - A floating barrier around the barge during receipt/issue of a petroleum products shipment that operates to prevent the spread of any accidental spills.

BARREL – Standard unit of measurement in the petroleum industry, equivalent to 42 standard U.S. gallons.

BATCH – Specific volume of fuel in a refinery or pipeline that is processed, treated, or moved in one operation.

BEST VALUE – A procurement evaluation and selection mechanism that permits the government to select TSPs to support Defense Transportation System requirements based on a combination of price-related and non-price-related factors. Examples of non-price-related factors that may be considered in a Best Value evaluation include, but are not limited to, the TSP's quality of service, past performance, claims experience, ability to perform service within stated requirements, ability to respond, routing, ability to provide in-transit visibility, and commitment of transportation assets to readiness support. If past performance is chosen as an evaluation criterion, some factors to look at may include, but are not limited to, on-time pickup and delivery percentage, percentage of shipments involving lost or damaged cargo, number of claims, and TSP availability. Under this procurement evaluation method, price is not the only factor considered for selection of a TSP. Ultimately, award should be made to the TSP that represents the best value to the government under the stated evaluation criteria.

BILL OF LADING – A contract for carriage of cargo made with a TSP that also operates as a receipt of the goods and documentary evidence of title to the goods. A common transportation term for the basic agreement that underlies shipment of goods. A document issued by a TSP to a shipper, listing and acknowledging receipt of goods for transport and specifying terms of delivery. For government traffic, this term is used interchangeably with "Government Bill of Lading (GBL)" or "Commercial Bill of Lading (CBL)". The Bill of Lading is the primary document used to contract for transportation and related services from commercial TSP, including freight forwarders.

BODILY INJURY INSURANCE – An insurance policy that pays for injuries caused to other individuals in the event of a vehicle accident.

BOXCAR – The term "boxcar" encompasses all cars with AAR car types codes beginning with A, B, L4, or S, as described in the STB R. E. R. 6413 (Official Railway Equipment Register).

BROKER – "Broker" means a person who, for compensation, arranges or offers to arrange the transportation of property to be performed by an authorized motor TSP. Motor TSP (or persons who are employee or bona fide agents of a TSP) is not a broker within the meaning of this section when it arranges or offers to arrange the transportation of shipments which it is authorized to transport and which it has accepted and legally bound itself to transport (49 CFR, Subpart A, Sec. 386.2). "Broker" means a person other than a motor TSP, or an employee or agent of a motor TSP, that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement or otherwise as selling, providing, or arranging for, transportation by a motor TSP for compensation.

BUNCHING – The accumulation and placement of cars for loading or unloading in excess of current orders or in prevention of normal and customary loading/unloading schedules.

BUNKERING – The act or process of supplying a ship with fuel.

CARGO BLANKETING – Filling a cargo tank and associated piping. systems (and other adjacent spaces when specified) with a liquid or inert gas to prevent fires or explosions.

CARRY AWAY – Bulk fuel exceeding 10 barrels that remains onboard once discharging is complete but before line drop. If Carry Away is verified by DoD and vessel Master or mate, then TSP shall be liable for all carry away bulk fuel transportation costs. The shipper or consignee shall invoice TSP for costs of the carry away amount exceeding 10 barrels.

CHASSIS – A wheel assembly or bogie for street or highway movement of containers.

CIVIL RESERVE AIR FLEET (CRAF) - A voluntary program through which the nation's airlines provide stand-by commitments to support mobilization as a supplement to DoD organic airlift capacity. CRAF participants provide civilian airlift assets needed to support military operations and mobilization requirements enabling the DoD to meet peacetime requirements, surge needs, and mobilization requirements for major crises.

CLASSIFICATION YARD – A system of railroad tracks within a defined area used for receiving, dispatching, classifying, and switching rail cars.

CLEARED TRANSPORTATION SERVICE PROVIDER – A commercial TSP who has met the following criteria for handling classified/sensitive shipments:

a. Can provide the TPS requirements governed by DoD4500.9-R, Part II, Chapter 205.

b. Regulated to perform transportation services and qualifies under required security requirements to provide the required TPS.

c. Has a SECRET facility clearance issued by the Defense Security Service.

d. Has furnished SDDC with an applicable tender that provides for TPS.

COASTWISE – Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise.

COMBINATION RATES – Combination rates are when two stand-alone rates are combined to make a thru rate. See also Proportional Rates.

CONSIGNEE – The actual intended recipient of a shipment. The person, military installation or DoD contractor receiving the shipment from TSP.

CONSIGNOR – The person or activity that is the supplier or shipper of a product.

CONSTRUCTIVE PLACEMENT – When a TSP conveyance cannot be placed for loading, unloading, or at a point previously designated by the shipper or consignee, and is placed elsewhere, it is considered as being under constructive placement. TSP must notify the Transportation Officer of installation where the conveyance(s) has been constructively placed in writing the date, time and cars numbers that were placed

CONTAINER - A reusable shipping conveyance not less than 20-feet in length, outside measurement, loaded or empty, without bogie or chassis, fitted with devices permitting its ready transfer from one mode of transportation to another, and constructed to enable the attachment of removable bogie or chassis for further transportation.

CONTINENTAL UNITED STATES (CONUS) – United States territory comprising the 48 contiguous states and the District of Columbia, including adjacent territorial waters but excluding Alaska and Hawaii. United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

CONTROLLED CRYPTOGRAPHIC ITEM – Communication Security equipment declassified by the National Security Agency. Controlled Cryptographic Items requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with Controlled Cryptographic Items must be separately transmitted according to requirements for its classification.

CONVEYANCE – A trailer, railcar, or container used to transport a shipment. Any of a number of different vehicles (tanker, railcar, tank truck, etc.) used to move DoD freight to include petroleum products.

COURIER – Individuals who are United States government military members or civilian employees, or Department of Defense contractor employees granted with authority to be responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.

DANGEROUS ARTICLES – Material includes, but is not limited to certain types of chemicals and commodities, such as Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances

DAY – Calendar day of 24 hours.

DEADHEAD – A transportation term for a movement by a TSP when the vehicle transports no passengers or freight.

DECK BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure, having an intact deck for the carriage of bulk materials. Also commonly referred to as a scow, lighter or hoy.

DEFENSE TRANSPORTATION REGULATION (DTR), Part II, Cargo Movement, DTR 4500.9-R - Agency regulation that establishes criteria for cargo movement within the DTS. Implements DoD policies and requirements that govern the utilization of commercial freight transportation services and Defense Freight Railway Interchange Fleet (DFRIF), for the transportation requirements of armed services through their military departments and other DoD components.

DEFENSE TRANSPORTATION SYSTEM (DTS) - DTS is that portion of the worldwide transportation infrastructure that supports DoD transportation needs in peace and war. The DTS consists of two major elements: military (organic) and commercial resources. These resources include aircraft, assets, services, and systems organic to, contracted for, or controlled by the DoD. The DTS infrastructure, including ports, airlift, sealift, railway, highway, in transit visibility, information management systems, customs, and traffic management that the DoD maintains and exercises in peacetime, is a vital element of the DoD capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

DEFENSE TRANSPORTATION TRACKING SYSTEM (DTTS) – A joint military service system that processes data shipment tracking data to ensure in transit safety and security command and control that is hosted by SDDC. The DTTS provides 24-hour continuous command and control of the DoD arms, ammunition and explosive shipments moving in the public domain. The primary mission of the DTTS are emergency response and intransit security of these shipments.

DEFERRED SERVICE (D3) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the fifth business day after consignor requested pickup date of shipment.

DEFICIT WEIGHT RATING - Calculation of the price for transporting a greater weight than the actual total weight of the goods to be transported with the aim of achieving a lower price.

DEMURRAGE – A charge made on rail cars or vessels (including barges) held by or for a shipper or consignee beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose. Charges for demurrage are considered to be in addition to all other lawfully owed transportation charges.

DEPARTMENT OF DEFENSE (DoD) – The government executive department whose mission is to provide the military forces needed to deter war and to protect the security of the United States. This department consists of the Office of the Secretary of Defense, organization of the Joint Chiefs of Staff, military departments, unified and specified commands, and defense agencies.

DELIVERY DATE (DD) – A specific date by which delivery of a shipment should be accomplished by the TSP at the CONUS destination or CONUS air/water terminal.

DESTINATION – The place to which a shipment is consigned or where the TSP delivers cargo to the consignee or agent.

DETENTION – A charge made on trailers or containers held by or for the benefit of a shipper or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose. Charges for detention are considered to be in addition to all other lawfully owed transportation charges.

DIRECT PROCUREMENT METHOD (DPM) – A method of procuring transportation services where the government directly manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel. DPM shipments move from government to contractor, government to TSP, and not from contractor to contractor, or TSP to TSP. There are no business or contractual relationships between the origin and destination contractors or between the contractors and freight TSP.

DISQUALIFICATION – Administrative action taken by the Military Surface Deployment and Distribution Command or theater Commander that results in excluding a TSP from transporting Department of Defense shipments, either from one or more origin points for specific routes or for all routes. This administrative action can also include the exclusion of a TSP or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.

DIVERSION – Service offered by a TSP that allows a consignor to divert an en route shipment from its original consignee or port of destination to another, or the changing of the mode or designated route of a shipment from that shown on the original transportation documentation while the shipment is in-transit.

DOOR-TO-DOOR SERVICE – From shipper's origin to consignee's receiving point.

DOUBLE BROKERING – Prohibited Practice.
A practice where a legitimate broker gives a load to a second broker, who then finds a TSP. The term also includes a practice where a motor TSP agrees to transport freight for a broker, under the guise it will haul the freight, and the TSP subsequently re-brokers to another TSP. When a TSP (also has broker authority) accepts a brokered load (as the TSP) and tenders the load to another TSP through its brokerage operation (without the original broker's knowledge or consent).

DRAYAGE – A charge for the local transportation of property for a movement that terminates within 30 miles of origin of the shipment.

DRY CARGO BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure with cargo space below deck, usually used to transport bulk commodities on rivers and canals. The cargo space may be covered or uncovered. Industry commonly refers to these barges as open/covered hopper barges.

DRIVEAWAY – The movement of a vehicle under its own power by a driver furnished through an authorized commercial motor TSP.

DROMEDARY BOX – A freight box carried on, and securely fastened to, the chassis of a truck tractor, step deck or flatbed trailer, is also demountable, and can be handled with a forklift truck. It is protected by a Plymetal shield and may be equipped with doors on each side that can be locked with a padlock and sealed. Each dromedary shall be considered a separate conveyance.

DROPPED TANK TRAILERS –Trucks/containers or trailers left on the terminal for unloading at a later time without the services of the motor TSP upon authorization by the terminal operator.

DUAL DRIVER PROTECTIVE SERVICE (DDP) – A protective service utilized for SRC III, IV, and Uncategorized AA&E, described in Item 103, Dual Driver Protective Service, for detailed guidance.

DUNNAGE – Lumber or other material used to brace and secure cargo to prevent damage during shipment.

DUNNAGE ALLOWANCE – A flat fee that seeks to compensate drivers for assembly or building materials required to properly block and brace a load. Dunnage must be requested by a shipper in order for the allowance to be properly paid.

eBILL – Functionality in the currently authorized Third Party Payment System (TPPS) that is used to request a debit (from a shipper to a TSP) or a credit (from a TSP to a shipper). The party initiating the eBill will not be paid until the other party approves the transaction. An eBill is most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.

ELECTRONIC DATA INTERCHANGE (EDI) –The transfer of data by linking computer systems through a communications network, in order to accomplish the DoD objective of ensuring all tenders are originally filed, billed, and administratively updated through an EDI in order to create a semi-paperless environment.

EMERGENCY – Any situation that would prevent a shipment from safely and securely reaching its destination, such as undue delay caused by a *force majeure* circumstance. Any "*situation"* associated with in transit DoD AA&E or OSM that endangers the material itself, the public, the transporting TSP's personnel/equipment/facilities, or threatens national security due to potential loss or loss of Ordnance-related, highly sensitive technology. The broad term "*Situation*" is intended to include, but not be limited to, accidents, fire, hijacking, theft, civil disturbance, equipment failure, labor strikes, natural disasters, and threatened or real attack.

EMPTY MOVEMENT OF EQUIPMENT (EMT) –An accessorial charge per vehicle per deadhead miles traveled from point of dispatch to point of origin, which shall be in addition to the line haul rate. These charges require consignor or consignee endorsement on BL.

EMPTY TRAILER RETURN (ERS) – An accessorial charge for returning an empty trailer from destination to origin upon the shippers' cancellation.

ESCORT/FLAGMAN/TELEPHONE (MES/MEN/MET) –An accessorial charge when requested by the shipper to reimburse for the cost of hiring of additional personnel to perform additional necessary services directly associated with the movement of specialized cargo.

EXCLUSIVE USE (EXC) – When requested by DoD personnel, a TSP will devote the entire trailer or dromedary to the movement of a specified shipment. See Item 31, Exclusive Use of Trailer or Dromedary, for detailed guidance.

EXPEDITED SERVICE (EXP) – When requested by DoD personnel, the TSP guarantees the delivery of shipment prior to the Standard Transit Time. See Item 35, Expedited Service, for detailed guidance.

FORCE MAJEURE – Contract provision that exempts parties for non-fulfillment of obligations due to unforeseen and/or unpredictable conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters, acts of God, public enemy, freight embargoes, or weather.

FREETIME – The period of time during which there is no charge (i.e. demurrage) by the TSP to load, stow, and secure the general cargo to the vessel and to unload the general cargo and accompanying material from the barge.

FREIGHT – Goods to be shipped. A term used to classify the transportation of goods carried by commercial vessel or vehicle.

FREIGHT ALL KINDS (FAK) – Consists of those commodities that a TSP offers to transport at one inclusive rate or change regardless of their classification rating in the National Motor Freight Classification (NMFC) or Uniform Freight Classification (UFC), or differing transportation characteristics.

FREIGHT FORWARDER (AIR) – Also known as an indirect cargo air TSP and is defined in 14 CFR § 296.3 as "any U.S. citizen who undertakes to engage indirectly in air transportation of property, and uses for the whole or any part of such transportation the services of an air TSP or a foreign air TSP that directly engages in the operation of aircraft under a certificate, regulation, order, or permit issued by the DOT or the Civil Aeronautics Board (CAB), or the services of its agent, or of another indirect cargo air TSP."

FREIGHT FORWARDER (SURFACE) – As defined in 49 USC 13102(8); a person holding itself out to the general public (other than as a pipeline, rail, motor, or water TSP) to provide transportation of property for compensation" but specifically excludes "a person using transportation of an air TSP." See 49 U.S.C § 10102. In general, surface freight forwarders are firms, other than a railroad, motor, water, or air TSP, or an airfreight forwarder that undertakes all of the following functions: to assemble and consolidate shipments, provide for assembling, consolidating, performing or providing break bulk, and distributing services. Surface freight

forwarders assume responsibility for the transportation of such property from point of receipt to point of destination, and utilize the services of authorized TSPs who possess proper operating authority for the transportation to be provided.

FUEL SYSTEM ICING INHIBITOR (FSII) – Military jet fuel additive that absorbs small amounts of water from the fuel that prevents freezing in aircraft fuel systems.

FULL VISIBLE CAPACITY (FVC) –When a LTL makes the loading of additional items impossible and this load requires a TL rate to move. FVC is indicated by the shipping agency on the BL to get the TL rate.

GOVERNMENT BILL OF LADING (GBL) – The bill of lading utilized to transport freight of the U.S. government, to procure transportation of freight and related services from commercial TSP for movement at Government expense.

GOVERNMENT BUSINESS DAY (GBD) – Any business day (i.e., Monday through Friday) that is not a Federal Holiday.

GOVERNMENT CARGO RECOVERY EFFORT (GOCARE) PROGRAM - The GOCARE program consists of DoD Committee Members assigned based on the geographical location to assist in the recovery of lost and astray freight findings reported by TSP's. (See Astray Cargo)

HANDLING FREIGHT AT POSITION NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB) – An accessorial charge assessed for movement of the shipment or partial shipments from or to positions beyond an immediately adjacent loading or unloading position.

HAZARDOUS MATERIAL/SUBSTANCE – A substance or material determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. This term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations, Part 173.

HOLIDAYS –Federally-designated holidays, as provided by Title 5 of the U.S. Code: New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Columbus Day, Thanksgiving Day, and Christmas Day.

IMPACTOGRAPH – An instrument used to measure the force of collision/force when one object hits another. Monitors impact during transportation, test bumps, or the smooth ride of a vehicle.

IMPROPER EQUIPMENT – Failure by a TSP to provide the specific equipment requested by DoD personnel in order to perform specific transportation/logistics requirements.

IN- BOND – A shipment that has not cleared U.S. Customs.

IN -TRANSIT VISIBILITY – The ability to track in real time the identity, status, and specific location of DoD shipments of unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants), passengers, medical patients, and personal property from point of origin to the consignee or destination.

INADEQUATE EQUIPMENT – TSP equipment that is deemed inadequate to perform transportation services due to its defective condition, or where operation of the equipment fails to meet DOT safety regulations, or equipment whose design or defect lacks proper security features required to properly secured freight, or equipment that has broken, missing or improper seals.

INTERMODAL MOVE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. An intermodal move may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term "intermodal move" can be used interchangeably with "multi-modal service."

INTERNAL – Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska.

LAKEWISE – Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lake wise traffic.

ISO CONTAINER - An article of transport equipment that meets International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.

LASH/SEABEE BARGE – A barge, usually flat-bottomed and rectangular in structure to be lightered aboard a mother ship.

LASHING – Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

LATE – Unexcused failure to deliver the shipment by the end of normal operating hours on the Required Delivery Date (RDD).

LAYTIME – The time between when a vessel moors alongside or at 0001 hours local time on the latest agreed readiness date, whichever occurs first. It ends when loading or unloading begins.

LESS-LOAD RATES – Rates or classes that apply to a quantity of freight less than the truckload weight specified for the same article.

LINE FILL – The quantity of fuel required to completely fill a section of pipeline.

LINE HAUL – Transportation of cargo over TSP routes from point to point to point of destination, excluding local pick-up, delivery, local drayage, and switching services.

LOADING OR UNLOADING – The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle.

LONG TERM LEASE -- Leasing a company's vehicle to another transportation service provider for a duration of more than 30 days. TSP must abide by lease provisions of 49 CFR, Part 376.

LOSS TOLERANCE – An agreed percentage of fuel that is lost during transit or when placed in storage due to minor leaks and evaporation, etc.

MANIFEST – A document specifying in detail the passengers or items carried for a specific destination.

MILITARY TRAFFIC EXPEDITING SERVICE (MTX) – An expediting service provided by the Association of American Railroads (AAR) for military carload shipments. This automated service uses a central computer file electronically linked with member railroads and is capable of reporting on single-line and joint-line movements. Passing or progress reports are controlled by an MTX number assigned by the AAR.

MOTOR CARRIER – Shall have the same meaning and intent as "motor TSP" as defined in 49 U.S.C. 13102(14), as a person providing commercial motor vehicle (as defined in section 31132) transportation for compensation.

MULTI-MODAL SERVICE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. Multi-modal service occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. Multi-modal service may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term "multi-modal service" can be used interchangeably with "intermodal moves."

NEGOTIATED MOVE – A consignment of one or more shipments from one or more shippers over a period not to exceed one calendar year moving to one or more consignees at one or more destinations. Included within this definition are split pickups at origin and destination points and stop in transit to partially load and/or unload.

NET EXPLOSIVE QUANTITY (NEQ) –Total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

NET EXPLOSIVE WEIGHT (NEW) –Total weight of all explosives Class 1 components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder or other container expressed in pound.

NO SHOW – Failure by a TSP to pick up a shipment on the agreed date and time.

NORMAL OPERATING HOURS – Period of time the facility or installation (refer to the Transportation Facilities Guide [TFG] for specific installation normal operating hours) is regularly open for business Monday - Friday to receive and discharge freight.

NON-USE LETTER – Correspondence that places a TSP in non-use status for a period of time at either an installation or nationwide level.

OTHER SENSITIVE MATERIAL (OSM) – Materials other than AA&E that require monitored movement in the discretion of the owning Services due to concerns regarding the hazard, posed to the public, high value items, or security classification.

OVERNIGHT SERVICE (D1) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignors requested pickup date of shipment.

OVERDIMENSIONAL – A shipment that contains one or more non-divisible articles, which measure in excess of 636 inches (53 feet) in length (OVERLENGTH), 102 inches (8 feet 6 inches) in width (OVERWIDTH), or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading (OVERHEIGHT). Exception: A shipment is not considered over length for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

OVERTIME – Hourly charges incurred beyond established working hours and which exceed the total number of regular working hours per week.

OVERWEIGHT – Shipments where the cargo exceeds 48,000 pounds (45,000 pounds when loaded on lowboy equipment). Additional information is described under Item 119, Over dimensional Freight Service/Overweight Permit Shipments.

PALLET – Piece of equipment that facilitates mechanical handling of stacked (palletized) goods for fork-lift trucks. The term also includes pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

PERISHABLE GOODS – Unpreserved, unprocessed, and untreated commodity that may spoil within a short time period even under normal handling and shipping conditions.

PERSONAL PROPERTY (PP) – Possessions other than real estate or building. Personal property is movable and includes tangible (appliances, car, furniture, jewelry) and intangible (bonds, right to a benefit, shares of stock) items whose ownership belongs to the individual (also called chattels). Property of a personal character that is portable but not used in business.

PIPELINE – All parts of a physical facility to transport water, gas, or petroleum, including a line of pipe, valves, and any other appendages attached to the line of pipe.

PRIORITY SERVICE (SG) - Next available flight; shipment may be required anytime during a 24 hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on BL IAW TSP quote).

PRIVATELY OWNED VEHICLE (POV) – Belonging to, restricted to, or intended to be sued for the personal use of an individual.

PROPERTY DAMAGE – Damages caused to a (DoD) member's/employee's personal and/or real property, including rental property, or grounds associated with the property by a DoD approved TSP/agent or direct procurement method contracted agent while picking up or delivering DoD sponsored shipments.

PROPORTATIONAL RATES – Rates that are not intended to stand alone, and may only apply in conjunction with another proportional rate. See also Combination Rates.

QUALIFIED TSP REPRESENTATIVE – A TSP representative transporting DoD cargo and who is:

a. Aware of the classification/sensitivity of DoD cargo.

b. Knowledgeable of safety, security and emergency procedures to be followed.

c. Cleared under the DoD Industrial Security Program to handle SECRET shipments and has TSP issued identification when providing Protective Security Service. (Applies to TPS shipments only).

RADIOACTIVE MATERIAL –Material causing spontaneous emission of radiation, either directly from unstable atomic nuclei or as a consequence of a nuclear reaction. Of, exhibiting, or caused by radioactivity.

RAIL TANK CAR – A railcar designed to carry liquefied loads or cargo.

RAIL TSP – A rail as defined in 49 U.S.C.

RAMP-TO-RAMP SERVICE – Occurs when an empty vehicle is delivered to the TSP; when a loaded vehicle with billing instructions are delivered to the TSP or forwarding instructions are given to TSP with proper billing instructions.

REDELIVERY –When a shipment is tendered for delivery and delivery cannot be accomplished due to the fault of the consignee. Where redelivery is required, the TSP will notify

the consignee of the on-hand shipment and arrange for a mutual agreement regarding a redelivery date.

REFUGE LOCATION – A military activity designated in the Terminal Facilities Guide (TFG) as meeting requirements for the temporary storage of classified or protected material (excluding Class 1, Division 1.1, 1.2, and 1.3 explosives) that affords security for shipments of such cargo in emergency situations.

RELEASED VALUE RATE – The rate applied to a specific shipment that applies to an agreed level of liability assumed by the TSP in transporting that shipment in the event of loss or damage.

REPORT OF SHIPMENT (REPSHIP)– An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.

REQUIRED DELIVERY DATE (RDD) – A date when transported cargo must arrive at its destination and complete offloading to properly support mission requirements. The calendar date when material is required to be delivered and offloaded by the requisitioner.

ROUTING OR ROUTE ORDER – An order issued by a routing officer that specifies the mode of transportation and the means within that mode by which a shipment will move.

SECOND DAY SERVICE (D2) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.

SECURED AREA – An area to which access is controlled and is under regular, periodic surveillance by security personnel.

SECURE HOLDING AREA – In non-emergency situations, protection provided by an installation to a TSP's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander. The installation commander must make the same kinds of determinations as for "Secure Holding Location/Safe Haven" or "refuge."

SECURE HOLDING LOCATION/SAFE HAVEN – A location owned by DoD that is utilized for the temporary parking of commercial TSP motor vehicles transporting Categorized AA&E or classified materials. This term shall also include circumstances where emergency assistance is to be provided by an installation to a TSP's vehicle transporting Division 1.1, 1.2, or 1.3 ammunition and explosives due to circumstances beyond a TSP's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This determination involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas.

SENSITIVE CARGO – Small arms, ammunition, and explosives (AA&E) that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions, to include Ordnance as defined in the DoD 5100.76M, Physical Security Of Conventional Arms, Ammunition And Explosives.

SHIPMENT – A separately identifiable collection of goods to be carried: A quantity of freight tendered for transportation by one shipper, at one point, one day, on one bill of lading, for delivery to one consignee at one destination.

SHIPMENT REFUSAL – Failure of a TSP to accept or decline a shipment within one hour of offer.

SHIPPER – A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments who performs planning, assembling, consolidating, documenting, and arranging for the movement of material.

SHORING – Technique used to distribute the weight of a cargo piece over a greater area than its load bearing area (also called a footprint or contact area).

SMALL ARMS – Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder-fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.

SMALL ARMS AMMUNITION – A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.

SNS VENDOR (SNSV) – Commercial Company employed by the TSP to assist in providing SNS to the Government utilizing any technical means that meets the requirements set forth in this rules provision. Additionally, the Federal Communications Commission (FCC) must approve the service offered.

SPOT BID – A single consignment of one or more pieces from one shipper at one time at one origin address receipted for in one lot and moving to one consignee at one destination address. Included within this definition are split pickups at origin and destination points and stops in transit to partially load and/or unload.

SPOTTING/DROPPING – The detachment of a trailer from a power unit (tractor) and its placement at a specific site designated by and in full possession of shipper, consignee or other designated party

SUBCONTRACTOR – A contract by which a company or person agrees to render services or materials necessary for the performance of another contract; one who performs services under contract to a TSP without privity of contract with the government; a secondary contract in which the person or company originally hired in turn hires somebody else to do all or part of the work.

TANK BARGE – Non-self-propelled vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull or independent of the hull. Pumping arrangements may be provided on board or left to shore equipment. Typical cargoes would include petroleum and other liquids.

a. Single Hull Tank Barge - A tank barge with the sides and the bottom being single hull.

b. Double Hull Tank Barge - A tank barge with the sides and the bottom being double hull.

c. Double Sided Tank Barge - A tank barge with the sides being double hull and the bottom being single hull.

d. Double Bottom Tank Barge - A tank barge with the sides being single hull and the bottom being double hull.

TANK TRUCK – A vehicle designed to carry liquefied loads or cargo on roadways

TEMPERATURE CONTROLLED GALLONS – The volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as "net volume").

TERMINALING – Receipt of fuel from an incoming transportation mode for the purpose of issuing that fuel for movement by another transportation mode. Terminaling charges may include but are not limited to fees for throughput, tank, truck, barge, or railcar loading, additive injection, filtration and dock fees. Some of these fees may be included as separate accessorial charges in the TSP's tender.

THIRD PARTY PAYMENT SYSTEM (TPPS) – TPPS is an electronic freight transaction tracking and payment system and is required to conduct business with DoD. The current authorized TPPS is Syncada, a service of U.S. Bank.

TIME-DEFINITE DELIVERY (TDD) – The delivery of freight at a time and destination specified by the receiving activity

TOWAWAY SERVICE – The transportation of DoD freight when the cargo is towed by a TSP truck-tractor, but not loaded in or on TSP equipment.

TOWBOAT/PUSH BOAT – Self-propelled vessel designed to tow/push barges and pontoons. The hull is usually rectangular in plan and has little freeboard. A pair of knees of ample strength and height engages barges of various depths to maneuver the tow.

TRACTOR – A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

TRAILER – A trailer is a reusable shipping conveyance not more than 53-feet in length, outside measurement, constructed for use in transporting commodities via highway and equipped with permanent wheeled undercarriage, or mounted on a bogie or chassis. Trailer also means a demountable trailer body with wheels or a container mounted on a bogie and equipped with a device for coupling to a tractor for movement.

TRANSLOADING – Cargo removed from one conveyance and directly reloaded on another conveyance for movement or movement of dromedaries from one conveyance to another. Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper, unless in the event of an emergency. Transportation Protective Security (TPS) shipments require prior coordination with SDDC, G3 via the Defense Transportation Tracking System (DTTS) if an emergency situation requires transloading. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services. Refer to Section B, Item 97, Transloading Transportation Protective Service (TPS) Shipments for more information.

TRANSMIX – A mixture of fuel, which occurs in a pipeline shipment that is caused when one batch of fuel pushes against another causing part of both batches to mix together.

TRANSPORT VEHICLE – A cargo carrying vehicle such as an automobile, van, tractor, truck, semi-trailer, tank car, or railcar used for transportation of cargo by any mode.

TRANSPORTATION AGENT (TA) – Person(s) (military or civilian) designated or appointed by the Transportation Officer to perform traffic management functions.

TRANSPORTATION OFFICER (TO) – Person(s) designated by the commander of a military activity to perform traffic management functions.

TRANSPORTATION PROTECTIVE SERVICE (TPS) – A commercial TSP service performed according to DoD standards that provide in-transit physical security for shipments of Secret, Confidential, or sensitive material.

TRANSPORTATION SERVICE PROVIDER (TSP) – A transportation provider who possesses legal operating authority to conduct transportation services, who also meets all established DoD requirements and has received an official notice of acceptance to transport DoD Freight by SDDC. Includes motor carriers, rail carriers, pipeline carriers, water carriers, tank truck carriers, freight forwarders, brokers, and third party logistics (3PL) companies.

TRIP LEASED – A vehicle lease of 30 days or less in duration between a DoD-approved TSP and leasing agent involving the power unit.

TRIP LEASING – Leasing a company's vehicle to a DoD-approved TSP for a single trip.

TRUCKLOAD RATES – Truckload rates or classes are those for which a truckload minimum weight is provided, and charges shall be assessed at the truckload minimum weight shown in the

TSP tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater shall be considered truckload minimums for shipment planning purposes.

TUGBOAT – Self-propelled vessel with a V-shaped bow designed for the towing (and pushing) of ships or other floating structures such as barges in ports/harbors.

VESSEL – A watercraft or other artificial contrivance that is used, is capable of being used, or is intended to be used, as a means of transportation by water. 49 U.S.C. 12103(25).

WATER CARRIER – A Water TSP who performs water transportation for compensation, including both vessel, barge, or other artificial contrivance as defined in 49 U.S.C. 12102(26).

APPENDIX E
EXPLANATION OF ABBREVIATIONS

AA	Airport-to-Airport
AA&E	Arms, Ammunition and Explosives
AAR	Association of American Railroads
ABS	American Bureau of Shipping
AMC	Air Mobility Command
ANSI	American National Standards Institute
API	American Petroleum Institute
ARG	Rail Armed Guard
ASTM	American Society for Testing Material
ATA	American Trucking Association
BBLS	Barrels
BL	Bill of Lading
BOE	Bureau of Explosives
CAT	Security Risk Category
CBL	Commercial Bill of Lading
CCR	Central Contractor Register
CFR	Code of Federal Regulations
CIS	Constant Surveillance and Custody Service
COFC	Container-on-Flatcar
CONUS	Continental United States
C-	
CRAF	Civil Reserve Air Fleet
CRD	Crane at Destination
CRO	Crane at Origin
C-TPAT	Customs-Trade Partnership Against Terrorism
CWT	Hundred Pounds
D1	Overnight Service
D2	Second-Day Service
D3	Deferred Service
DDP	Dual Driver Protective Service
DE	Delivery Service
DEL	Delivery Before Noon
DEL	Receipt and Issue (Pipeline)
DESC	Defense Energy Support Command
DFAS	Defense Finance & Accounting Service
DFR	Defense Fuel Region
DFRIF	Defense Freight Railway Interchange Fleet
DFSC	Defense Fuel Supply Center
DoD	Department of Defense
DOE	Department of Energy
DON	Department of the Navy

DOT	Department of Transportation/ U. S. Department of Transportation
DPM	Direct Procurement Method
DSS	Defense Security Service
DTMR	Defense Traffic Management Publication
DTOD	Defense Table of Official Distance
DTR	Defense Transportation Regulation
DTTS	Defense Transportation Tracking System
DV	Detention of Vehicles
EC	Electronic Commerce
EDI	Electronic Data Interchange
EFT	Electronic Funds Transfer
EIA	Energy Information Administration
ETA	Electronic Transportation Acquisition
FAK	Freight All Kinds
FBI	Federal Bureau of Investigation
FCRP	Freight Carrier Registration Program
FVC	Full Visible Capacity
GBL	Government Bill of Lading
GFM	Global Freight Management
GTN	Global Transportation Network
HAZ	Hazardous Handling
MFTURP	Military Freight Traffic Unified Rules Publication
MPRP	Pipeline Rules Publication
NAC	National Agency Check
NGDS	Next Generation Delivery Service
NMFC	National Motor Freight Classification
PSS	Protective Security Service
RDD	Required Delivery Date
SCAC	Standard Carrier Alpha Code
SDDC	Surface Deployment and Distribution Command (formerly MTMC)
SG	Priority Service
SPLC	Standard Point Location Code
TARP	Transportation of Ammunition and Explosives Review Panel
TDD	Time Definite Delivery
TDR	Transportation Discrepancy Report
TFG	Transportation Facilities Guide
TGIS	Transportation Geospatial Information System
TPS	Transportation Protective Service
TSP	Transportation Service Provider
UFC	Uniform Freight Classification
USTRANSCOM	United States Transportation Command
WTG	Waiting Time

APPENDIX F
WEBSITES

Websites listed below are referenced throughout this publication.

1. **SDDC Publication Updates:** https://www.sddc.army.mil/Pages/default.aspx

2. **SDDC Freight Carrier Registration Program (FCRP):** https://stallion.eta.sddc.army.mil/ccp/jsp/CCPScac.jsp.

3. **DOT Licensing and Insurance:** https://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm

4. **Execution of Standard Form (SF) 328, Certificate Pertaining to Foreign Interests:** https://www.gsa.gov/portal/forms/download/116246

5. **US Bank:** https://network.syncada.com/usbank

6. **Electronic Commerce/ Electronic Data Interchange (EC/EDI) Trading Partner Guide for Defense Transportation:** https://www.sddc.army.mil/GCD/SiteAssets/TPA_Template%20Nov11.pdf

7. **SDDC Global Freight Management (GFM) Distance Learning Program (DLP):** https://eta.sddc.army.mil

8. **Defense Table of Official Distance (DTOD):** https://dtod.sddc.army.mil/

9. **GOCARE**: https://www.sddc.army.mil/G3/Pages/GOCARE.aspx

10. **Washington Headquarters Services Executive Services Directorate:** https://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf.

11. **API Manual of Petroleum Measurement Standards (MPMS):** http://www.eia.gov/dnav/pet/pet_pri_spt_s1_m.htm

APPENDIX G
REFERENCES

Each reference applies to its current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or shall be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.

1. 2012 Emergency Response Guidebook, (ERG).

2. Association of American Railroads, Open Top Loading Rules Manual.

3. American Trucking Associations, ATA Hazardous Materials Tariff, ICC ATA 111-series.

4. Code of Federal Regulations, Title 14, Part 205, Aircraft Accident Liability Insurance

5. Code of Federal Regulations, Title 14, Part 296.3, Indirect Cargo Air Carrier

6. Code of Federal Regulations, Title 32, Part 619.4, Insurance—Public Liability and Cargo.

7. Code of Federal Regulations, Title 33, Part 6, Protection and Security of Vessels, Harbors, and Waterfront Facilities.

8. Code of Federal Regulations, Title 33, Part 104, Maritime Security: Vessels.

9. Code of Federal Regulations, Title 33, Part 105, Maritime Security: Facilities.

10. Code of Federal Regulations, Title 33, Part 109, General.

11. Code of Federal Regulations, Title 33, Part 110, Anchorage Regulations.

12. Code of Federal Regulations, Title 33, Part 125, Identification Credentials for Persons Requiring Access to Waterfront Facilities or Vessels.

13. Code of Federal Regulations, Title 33, Part 126, Handling of Dangerous Cargo at Waterfront Facilities.

14. Code of Federal Regulations, Title 33, Part 126, Section 126.19, Issuance of Permits for Handling Designated Dangerous Cargo.

15. Code of Federal Regulations, Title 33, Part 160, Ports and Waterways Safety—General.

16. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.40, Transportation and Traffic Management.

17. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.41, Transportation Documentation and Audit.

18. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101-41.302-3, Terms and Conditions Governing Acceptance and Use of GBLs.

19. Code of Federal Regulations, Title 49, Part 105, Hazardous Materials Program Definitions and General Procedures.

20. Code of Federal Regulations, Title 49, Part 106, Rulemaking Procedures.

21. Code of Federal Regulations, Title 49, Part 107, Hazardous Materials Program Procedures.

22. Code of Federal Regulations, Title 49, Part 110, Hazardous Materials Public Sector Training and Planning Grants.

23. Code of Federal Regulations, Title 49, Part 130, Oil Spill Prevention and Response Plans.

24. Code of Federal Regulations, Title 49, Part 171, General Information, Regulations, and Definitions.

25. Code of Federal Regulations, Title 49, Part 171, Section 171.15, Immediate Notice of Certain Hazardous Materials Incidents.

26. Code of Federal Regulations, Title 49, Part 173, Section 173.53, Provisions For Using Old Classifications of Explosives.

27. Code of Federal Regulations, Title 49, Part 171, Section 171.8, Definitions and Abbreviations.

28. Code of Federal Regulations, Title 49, Part 172, Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, And Training Requirements.

29. Code of Federal Regulations, Title 49, Part 172, Section 172.101, Hazardous Materials Table.

30. Code of Federal Regulations, Title 49, Part 172, Section 172.504, Table 2, General Placarding Requirements.

31. Code of Federal Regulations, Title 49, Subchapter H, Section 172.700, Purpose and Scope.

32. Code of Federal Regulations, Title 49, Subchapter H, Section, 172.701, Federal-State Relationship.

33. Code of Federal Regulations, Title 49, Subchapter H, Section 172.702, Applicability and Responsibility for Training and Testing.

34. Code of Federal Regulations, Title 49, Subchapter H, Section 172.704, Training Requirements.

35. Code of Federal Regulations, Title 49, Section 173, Shippers—General Requirements for Shipments and Packaging.

36. Code of Federal Regulations, Title 49, Part 174, Section 174.81, Segregation of Hazardous Materials.

37. Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and Certification.

38. Code of Federal Regulations, Title 49, Part 176, Carriage by Vessel.

39. Code of Federal Regulations, Title 49, Part 176, Section 176.108, Supervision of Class 1 (Explosive) Materials During Loading, Unloading, Handling and Stowage.

40. Code of Federal Regulations, Title 49, Part 176, Section 176.180, Watchkeeping.

41. Code of Federal Regulations, Title 49, Part 176, Section 176.99, Permit Requirements for Certain Hazardous Materials.

42. Code of Federal Regulations, Title 49, Part 177, Carriage by Public Highway.

43. Code of Federal Regulations, Title 49, Part 177, Section 177.834(l)(1) Carriage by Public Highway, General Requirements.

44. Code of Federal Regulations, Title 49, Part 371, Section 371.2, Brokers of Property, Definitions.

45. Code of Federal Regulations, Title 49, Part 382, Controlled Substances and Alcohol Use and Testing.

46. Code of Federal Regulations, Title 49, Part 383, Commercial Driver's License Standards; Requirements and Penalties.

47. Code of Federal Regulations, Title 49, Part 384, State Compliance With Commercial Driver's License Program.

48. Code of Federal Regulations, Title 49, Part 385, Safety Fitness Procedures.

49. Code of Federal Regulations, Title 49, Part 386, Rules of Practice for Motor Carrier Safety and Hazardous Materials Proceedings.

50. Code of Federal Regulations, Title 49, Part 387, Minimum Levels Of Financial Responsibility For Motor Carrier.

51. Code of Federal Regulations, Title 49, Part 387, Section 387.9, Minimum Levels of Financial Responsibility.

52. Code of Federal Regulations, Title 49, Part 388, Cooperative Agreements with States.

53. Code of Federal Regulations, Title 49, Part 389, Rulemaking Procedures—Federal Motor Carrier Safety Regulations.

54. Code of Federal Regulations, Title 49, Part 390, Federal Motor Carrier Safety Regulations.

55. Code of Federal Regulations, Title 49, Part 390, Section 390.5, Definitions.

56. Code of Federal Regulations, Title 49, Part 391, Qualifications of Drivers.

57. Code of Federal Regulations, Title 49, Part 392, Driving of Commercial Motor Vehicles.

58. Code of Federal Regulations, Title 49, Part 393, Parts and Accessories Necessary for Safe Operation.

59. Code of Federal Regulations, Title 49, Part 395, Hours of Service of Drivers.

60. Code of Federal Regulations, Title 49, Part 396, Inspection, Repair, and Maintenance.

61. Code of Federal Regulations, Title 49, Part 397, Transportation of Hazardous Materials; Driving and Parking Rules.

62. Code of Federal Regulations, Title 49, Part 1005, Principles and Practices for the Investigation and Voluntary Disposition of Loss and Damage Claims and Processing Salvage.

63. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 202, Cargo Routing and Movement.

64. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 204, Hazardous Materials.

65. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items.

66. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Paragraph G, Small Shipments of AA&E.

67. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 207, Carrier Performance.

68. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Table 205-17, Security Risk Codes.

69. Department of Defense Manual 4140.25-M, DoD Management of Bulk Petroleum Products, Natural Gas, and Coal.

70. Department of Defense Manual 5100.76-M, Chapter 6, Transportation.

71. Department of Defense Manual 5100.76-M, Chapter 7, Transportation.

72. Department of Defense Manual 5100.76-M, Appendix 3, Physical Security of AA&E at Military Terminals.

73. Department of Defense Manual 5220.22-C, Section III, National Industrial Security Program Operating Manual-Common Requirements.

74. Department of Defense Manual 5220.22-M, National Industrial Security Program Operating Manual.

75. Department of Defense Manual 5220.22R, Industrial Security Regulation.

76. Department of Defense Manual 6055.9 STD, DoD Ammunition and Explosives Safety Standards.

77. Department of Defense Manual 6055.9 STD, Paragraph C9.5, Energetic Liquids.

78. Department of Navy OPNAVINST 5510.1, Information and Security Program Regulation Manual.

79. Department of Navy OPNAVINST S5513.3B, Security Classification Guidance For Surface Warfare Programs.

80. Department of Navy OPNAVINST S5513.5B, Security Classification Guidance For Undersea Warfare Programs.

81. Federal Specification FF-S-2738, Seals, Anti-pilferage.

82. Military Surface Deployment and Distribution Command (current version), EDI Technical Trading Partner Guide for Defense Transportation.

83. Military Surface Deployment and Distribution Command Transportation Engineering Agency, Pamphlet 55-19, Tie-down Handbook for Rail Movements.

84. Military Surface Deployment and Distribution Command, Class Rate Publication No. 100A (current version).

85. National Motor Freight Traffic Association, Inc., National Motor Freight Classification, Tariff STB NMF 100 series.

86. NMF 101-Series, National Motor Freight Traffic Association, Inc., Agent

87. Continental Directory of Standard Point Location Codes NMF l02-Series, National Motor Freight Traffic Association, Inc., Agent.

88. RAILINC, Mileage Allowances and Rules Tariff, STB RPS 6007-Series.

89. United States Army Publications Distribution Center, Closed Circuit Television (CCTV) Guidelines, Field Manual 3-19.30, Chapter 6, Physical Security.

90. United States Code, Title 5, Part III, Subpart E, Chapter 61, Subchapter I, § 6103.

91. United States Code, Title 18, Part I, Chapter 44, Section 922, Unlawful Acts.

92. United States Code, Title 49, Subtitle IV, Part A, Chapter 101, Section 10102, Definitions.

93. United States Code, Title 49 Subtitle IV, Part B, Chapter 131, Section 13102, Definitions

94. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.

95. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.

APPENDIX G
REFERENCES

96. United States Code, Title 49, Subtitle VI, Part B, Chapter 311, Subchapter III, Section 31132, Definitions.

97. United States Code, Title 49, Subtitle VIII, Chapter 601, Section 60101, Definitions.

98. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60501, Secretary of Energy

99. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60502, Federal Energy Regulatory Commission.

APPENDIX H
TRANSPORTATION FORMS/DOCUMENTATION

The following forms/documents are referenced throughout this publication and are provided for informational purposes only.

SIGNATURE AND TALLY RECORD
(See DoD 4500.9-R for guidance)
(Use of equivalent carrier-furnished signature and tally record is acceptable.)

OMB No. 0702-0027
OMB approval expires
Oct 31, 2008

The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0702-0027). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.

DISTRIBUTION INSTRUCTIONS

(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.
(2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.
(3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Commercial Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.
(4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.

SECTION I - TO BE COMPLETED BY THE SHIPPER

1a. SHIPPER NAME	b. ORIGIN	
2. PROTECTIVE SERVICE REQUESTED	3. COMMERCIAL BILL OF LADING NUMBER	
4a. CONSIGNEE NAME	b. DESTINATION	
5. PERMIT NUMBER *(If any)*	6. TRANSPORTATION CONTROL NUMBER	
7. ROUTING	8. WEIGHT	9. CUBE
10. SPECIAL INSTRUCTIONS		11. DATE SHIPMENT TENDERED TO CARRIER *(YYYYMMDD)*
12. NAME OF CARRIER		13. NUMBER OF PIECES
14. TYPE OF PACKAGE(S) *(For unsealed loads only)* OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS *(For sealed loads only)*	15. FREIGHT CLASSIFICATION DESCRIPTION	

SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT

16. CUSTODY RECORD

PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED *(YYYYMMDD)* e.

DD FORM 1907, NOV 2006 PREVIOUS EDITION IS OBSOLETE. FormFlow/Adobe Designer 7.0

DD-Form 1907, Signature and Tally Record

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)
(Read Instructions before completing this form.)

This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.	1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER

SECTION 1 - DOCUMENTATION	ORIGIN a.	DESTINATION b.
2. CARRIER/GOVERNMENT ORGANIZATION		
3. DATE/TIME OF INSPECTION		
4. LOCATION OF INSPECTION		
5. OPERATOR(S) NAME(S)		
6. OPERATOR(S) LICENSE NUMBER(S)		
7. MEDICAL EXAMINER'S CERTIFICATE*		

8. *(X if satisfactory at origin)*

								9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*	YES	NO
a. MILITARY HAZMAT ENDORSEMENT		d. ERG OR EQUIVALENT COMMERCIAL:		YES		NO				
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*						a. TRUCK/TRACTOR		
c. ROUTE PLAN		f. COPY OF 49 CFR PART 397						b. TRAILER		

SECTION II - MECHANICAL INSPECTION
All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.

10. TYPE OF VEHICLE(S)	11. VEHICLE NUMBER(S)

12. PART INSPECTED *(X as applicable)*	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT		ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
a. SPARE ELECTRICAL FUSES					k. EXHAUST SYSTEM					
b. HORN OPERATIVE					l. BRAKE SYSTEM*					
c. STEERING SYSTEM					m. SUSPENSION					
d. WINDSHIELD/WIPERS					n. COUPLING DEVICES					
e. MIRRORS					o. CARGO SPACE					
f. WARNING EQUIPMENT					p. LANDING GEAR*					
g. FIRE EXTINGUISHER*					q. TIRES, WHEELS, RIMS					
h. ELECTRICAL WIRING					r. TAILGATE/DOORS*					
i. LIGHTS AND REFLECTORS					s. TARPAULIN*					
j. FUEL SYSTEM*					t. OTHER *(Specify)*					

13. INSPECTION RESULTS *(X one)* ACCEPTED ☐ REJECTED ☐
(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)

14. SATELLITE MOTOR SURVEILLANCE SYSTEM: *(X one)* ACCEPTED ☐ REJECTED ☐

15. REMARKS

16. INSPECTOR SIGNATURE *(Origin)*	17. INSPECTOR SIGNATURE *(Destination)*

SECTION III - POST LOADING INSPECTION
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.

	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR					
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT					
20. SEALS APPLIED TO CLOSED VEHICLE; TARPAULIN APPLIED ON OPEN EQUIPMENT					
21. PROPER PLACARDS APPLIED					
22. SHIPPING PAPERS/DD FORM 836 FOR GOVERNMENT VEHICLE SHIPMENTS					
23. COPY OF DD FORM 626 FOR DRIVER					
24. SHIPPED UNDER DOT SPECIAL PERMIT 868					

25. INSPECTOR SIGNATURE *(Origin)*	26. DRIVER(S) SIGNATURE *(Origin)*
27. INSPECTOR SIGNATURE *(Destination)*	28. DRIVER(S) SIGNATURE *(Destination)*

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Adobe Professional 7.0

DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

COMMERCIAL BILL OF LADING | DATE | B/L NO.

CARRIER | SCAC | CARRIER ACCOUNT NO.

DESTINATION (Name, address and ZIP code) | SPLC (Dest.)

ORIGIN (Name, address and ZIP code) | SPLC (Orig.)

CONSIGNEE (Name, address and ZIP code of installation) | GBLOC (Cons.)

SHIPPER (Name, address and ZIP code)

APPROPRIATION CHARGEABLE

VIA (Route shipment when advantageous to the Government)

BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code) | AGENCY LOC CODE

MARKS AND ANNOTATIONS

TOTAL PKGS. NO	KIND	HM	DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)	WEIGHT * (Pounds Only)	FOR USE OF BILLING CARRIER ONLY: Services	Rate	Charges
			CLASSIFICATION ITEM NO RELEASE VALUE: Mileage: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop offs. SEE CONTINUATION PAGE(S) FOR ITEM DETAILS				
					TOTAL CHARGES		

TARIFF/SPECIAL RATE AUTHORITY | PICKUP SERVICE FURNISHED ☐ VEHICLE FULLY LOADED ☐ | SHIPPERS INITIALS | ROUTE ORDER/RELEASE NUMBER

STOP SHIPMENT AT

FOR:

FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS

INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE: ORDERED	LENGTH/CUBE: FURNISHED	MARKED CAPACITY: ORDERED	MARKED CAPACITY: FURNISHED	DATE
	APPLIED BY:	AV1 /	AV1 /			

CARRIER'S PICKUP DATE | SIGNATURE OF AGENT | PER | CARRIER WAY/FREIGHT BILL NO. AND DATE

MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON

DELIVERED ON DATE | AT (Actual delivery point)

ISSUING OFFICER AND OFFICE (Issuing officer name, office and complete address)

BY (Name of the delivering carrier)

DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE ☐ DAMAGED ☐

☐ CARRIER OS&D REPORT ATTACHED

☐ DELIVERY AT DESTINATION FURNISHED

☐ ACCESSORIAL SERVICES CERTIFICATION ATTACHED

NAME OF BILLING CARRIER

SIGNATURE OF AGENT

GBLOC

CONTRACT/PURCHASE ORDER NO. AND FOB POINT | DATED

"THIS IS TO CERTIFY THAT HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION." SUBJECT TO SECTION 7 OF THE CONDITIONS, IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES

_____

THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON. RECEIVED IN APPARENT GOOD ORDER, EXCEPTIONS NOTED:

FKFL830068

Commercial Bill of Lading, GFM

B/L NO:

SHIPPER PROVIDED SHORT FORM BILL OF LADING - NOT NEGOTIABLE - DOMESTIC

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON

ROUTE: RELEASE NO: B/L NO:
SCAC: VEH NO: TYPE: MILEAGE: TERMS:
SEAL NUMBERS: *THIRD PARTY*
TARIFF/SPECIAL RATE AUTH: EAST CHGS:
CARRIER WAY / FRT DATE PREPARED:
OWNDERSHIP SCAC:
CONSIGNED TO: DODAAC: MARKS AND ANNOTATIONS:

DESTINATION/ SPLC:

CONSIGNOR: IPG:
DDD:

SHIPPING POINT/ SPLC:

P C	TY PK	H M	DESCRIPTION OF ARTICLES	WEIGHT	RATE	EXT
			THIS IS PAGE 1 OF PAGE (S)			
			TOTAL PIECES TOTAL CUBE			
			TOTAL WT OF ARTICLES			
			TOTAL PALLET WT			
			GROSS WT			
			SEE PAGE 2 FOR SPECIAL INSTRUCTIONS			
			DECLARED VALUE OF GOODS:			
			BILL DIRECT TO: FOR PAYMENT			

ISSUING OFFICE:

PER: ECFL "AGENT" _____ DATE_____ TIME_____
RECEIVED IN APPARENT GOOD ORDER: EXCEPTIONS NOTED

Commercial Bill of Lading, DSS

COMMERCIAL BILL OF LADING | DATE | B/L NO.

CARRIER | SCAC | CARRIER ACCOUNT NO.

DESTINATION (Name, address and ZIP code) | SPLC (Dest.)

ORIGIN (Name, address and ZIP code) | SPLC (Orig.)

CONSIGNEE (Name, address and ZIP code of installation) | GBLOC (Cons.)

SHIPPER (Name, address and ZIP code)

APPROPRIATION CHARGEABLE

VIA (Route shipment when advantageous to the Government)

BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code) | AGENCY LOC CODE

MARKS AND ANNOTATIONS

TOTAL PKGS. NO	KIND	HM	DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)	WEIGHT * (Pounds Only)	FOR USE OF BILLING CARRIER ONLY Services	Rate	Charges
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	APPLIED BY:	AV1 /	AV1 /			

CARRIER'S PICKUP DATE | SIGNATURE OF AGENT | PER | CARRIER WAY/FREIGHT BILL NO. AND DATE

MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON

DELIVERED ON DATE | AT (Actual delivery point)

ISSUING OFFICER AND OFFICE (Issuing officer name, office and complete address)

BY (Name of the delivering carrier)

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☐ CARRIER OS&D REPORT ATTACHED

☐ DELIVERY AT DESTINATION FURNISHED

☐ ACCESSORIAL SERVICES CERTIFICATION ATTACHED

NAME OF BILLING CARRIER

SIGNATURE OF AGENT

GBLOC

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Commercial Bill of Lading, CMOS