

1 **ATTENTION REVIEWERS**  
2 **USTRANSCOM has proposed changes to Section A. Please review this document and**  
3 **provide any comments via the comment resolution matrix to the MFTURP-1 Org Box. Any**  
4 **questions please contact the MFTURP-1 Org Box at [usarmy.scott.sddc.mbx.g3-domestic-](mailto:usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil)**  
5 **[mfturp@army.mil](mailto:mfturp@army.mil).**  
6



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8  
9 **MILITARY FREIGHT TRAFFIC UNIFIED RULES**  
10 **PUBLICATION-1 (MFTURP-1)**  
11

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

13  
14 <https://www.sddc.army.mil/res/Pages/pubs.aspx>  
15

16 This publication establishes policy, prescribes rules, and describes responsibilities for  
17 motor, rail, water, pipeline, air and tank-truck Transportation Service Providers (TSP).  
18 These rules will assist TSP in providing safe, reliable and “Best Value” service to  
19 Department of Defense (DoD) shippers.  
20

21 **POC: SDDC-G3, email: [usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil). POC:**  
22 **USTRANSCOM J4-LC manages the domestic and international air program(s), for**  
23 **queries, email [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).**  
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Issue Date: 12 September 2022	Effective Date: 12 September 2022
Military Surface Deployment and Distribution Command	
1 Soldier Way, Scott AFB, IL 62225	

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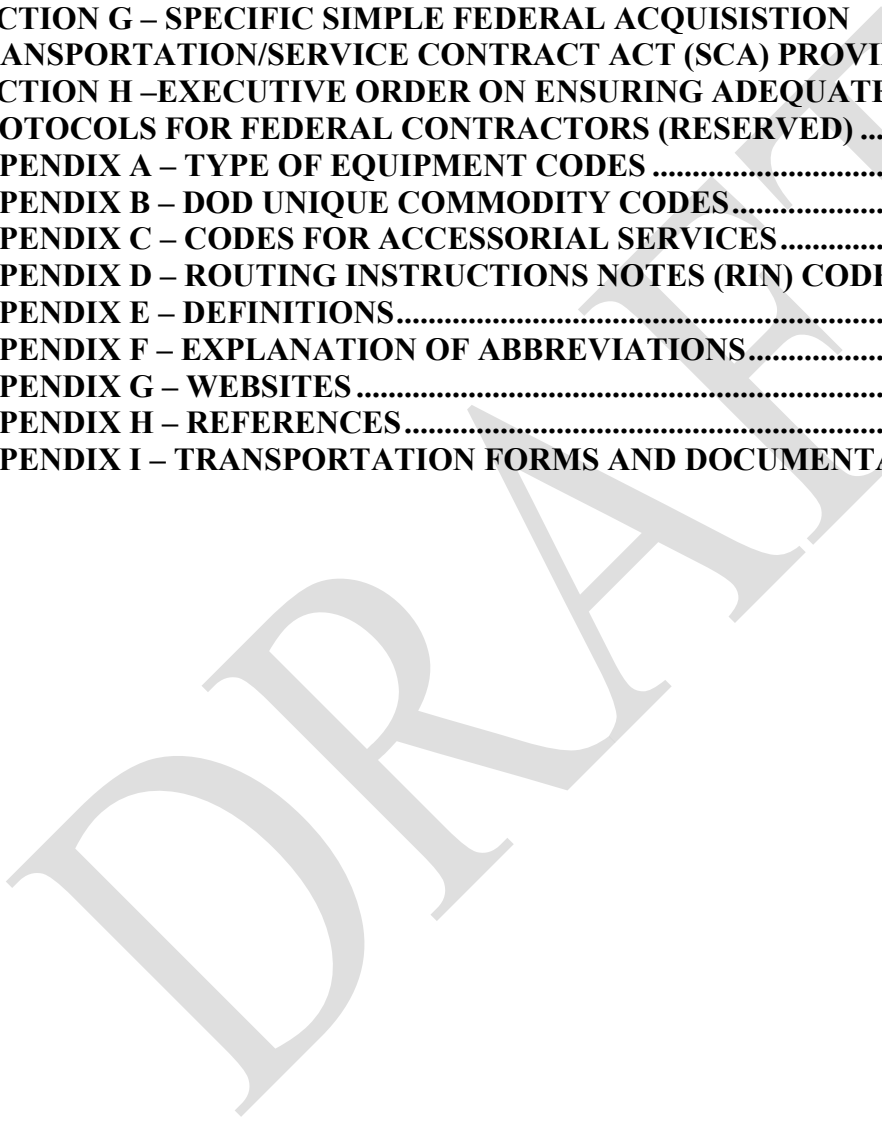
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**SECTION A – TRANSPORTATION PROVIDER  
GENERAL RULES**

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124 **I. GENERAL ADMINISTRATIVE INFORMATION**

125 **A. PURPOSE**

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

132 **B. APPLICATION**

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

144 **C. SUPERSEDES AND REPLACES**

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

148 **D. SCOPE**

149 1. This publication will not prevent different or additional requirements or terms or  
150 conditions to apply for a particular shipment if the Transportation Officer (TO), the  
151 TSP, and the governing command for the movement mode USTRANSCOM (TCJ4-  
152 LC). Commercial Services Branch at USTRANSCOM, TCJ4-LC manages for  
153 domestic air shipments and SDDC for all other modes agree to the specific change  
154 and the change is not prohibited by statute, regulation, executive order, case- law or  
155 other applicable legal authority (USTRANSCOM (TCJ4-LC). Commercial Services  
156 Branch for domestic air shipments and SDDC for all other modes.

157 a. It does not include the transportation of:

158 i. Shipments moving in courier service.

159 ii. Perishable Subsistence Shipments (Perishable Subsistence TSP Rate Tenders  
160 and Service Agreements), administered by, Defense Logistics Agency –  
161 Troop Support.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 162                   iii. Federal Acquisition Regulation (FAR) contracts, to include the General  
163                   Services Administration (GSA), Global Heavyweight Service (GHS), Next  
164                   Generation Delivery Service (NGDS), and /DoD Freight Transportation  
165                   Services (DFTS) contracts, unless the publication is specifically incorporated  
166                   into the contract or agreement.
- 167                   b. The words in this agreement shall be construed simply according to their fair and  
168                   plain meanings, and not strictly for or against either party.
- 169                   i. If any provision in this publication is capable of two constructions, one of  
170                   which would make the provision void and the other of which would make the  
171                   provision valid, then the provision shall have the meaning that makes it valid.

### 172                   **E. PRECEDENCE**

- 173                   1. When rules, charges or other requirements are negotiated (including FAR Based  
174                   Contracts that reference this document in their respective Performance Work  
175                   Statement and GFM’s electronic Spot Bid on the web) that differ from or conflict  
176                   with this publication and the intent of the parties is to modify the requirements of this  
177                   publication as they apply for a particular movement, the negotiated terms will apply  
178                   to only the specific movement.

### 179                   **F. SUCCESSIVE REGULATIONS**

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

### 183                   **G. DEFINITIONS**

- 184                   1. For definitions of certain terms referenced throughout this publication, see Appendix  
185                   D. (pg. 260).

### 186                   **H. ABBREVIATIONS**

- 187                   1. For a listing of commonly used DoD abbreviations, see Appendix E. (pg. 278).

### 188                   **I. PUBLICATION UPDATES**

- 189                   1. This publication shall be updated as needed and will be available on the SDDC  
190                   website: <https://www.sddc.army.mil/Pages/default.aspx> and by Carrier Advisory.
- 191                   2. The publication can be downloaded and printed from the website.
- 192                   3. When issues arise pertaining to recommended changes or modifications to rules  
193                   included in this publication, stakeholders will utilize the SDDC Docketing System,  
194                   found on the SDDC public website, to notify and justify requested changes. These  
195                   changes shall be posted on the SDDC website and, if validated by G3, opened for  
196                   comment.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 197 4. For additional information on this regulation, direct inquiries to:  
198 SDDC, G3, Domestic Carrier Management  
199 1 Soldier Way, Building 1900W  
200 Scott AFB, IL 62225  
201 Commercial: 618-220-6470  
202 DSN: 312-770-6470  
203 Email: [usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-mfturp@army.mil)  
204
- 205 5. For inquiries directly related to commercial air references in Section A or F, Air  
206 Transportation Service Provider Rules, contact:
- 207 USTRANSCOM, Commercial Services Branch, (TCJ4-LC)  
208 508 Scott Drive, Building 1900 E  
209 Scott AFB, IL 62225  
210 Commercial 618-817-5773  
211 Email: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)  
212
- 213 6. On the effective date, all changes shall become effective and bind the TSP. They are  
214 incorporated automatically into a TSP's tender(s) and bills of lading issued from that  
215 date forward. TSP not canceling a tender prior to the effective date of the change is  
216 considered as concurring and accepting of the change in their tender. This rules  
217 publication may be issued with an effective date on one day's notice as long as all  
218 other provisions of Paragraph I are met.

## 219 II. BECOMING A DEPARTMENT OF DEFENSE 220 TRANSPORTATION SERVICE PROVIDER

### 221 A. BASIC TRANSPORTATION SERVICE PROVIDER 222 REQUIREMENTS

- 223 1. This item describes basic requirements a TSP must have in order to become  
224 USTRANSCOM/SDDC approved to transport DoD freight.
- 225 a. TSP must have current valid legal operating authority to provide commercial  
226 transportation services as offered and as provided to DoD.
- 227 b. The common law implied covenant of acting in good faith and fair dealing applies  
228 to TSP seeking or performing business with DoD.
- 229 c. Part of the screening process will verify the owner, company, corporate official(s)  
230 or anyone in its employ are not prohibited from conducting business with the  
231 federal government through the Excluded Parties List System (EPLS) at  
232 <https://www.sam.gov/portal/SAM/#1>.
- 233 d. TSP must not be in nonuse or disqualification status to transport DoD freight.



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 234 e. TSPs shall at all times comply with all applicable federal statutes, federal  
235 regulations and all other applicable law existing at the time of the shipment  
236 award.
- 237 f. Air TSPs must be Civil Reserve Air Fleet (CRAF) participants.
- 238 **2. Registration .** Registration for all surface modes, to include motor, will be accepted  
239 (barge, ocean, pipeline, and international TSPs) year round. Air TSPs, please email  
240 USTRANSCOM's Commercial Services Branch TCJ4-LC at  
241 [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil). Domestic motor carrier registration  
242 requirements include:
- 243 a. Register in the Freight Carrier Registration Program (FCRP) for each mode of  
244 service used to transport freight (i.e., motor, rail, water, pipeline, tank truck, air).
- 245 b. Company employees must comply with the requirements, contractual terms,  
246 conditions and rules of this publication.
- 247 c. Comply with the National Debt Reduction Act in order to receive payments for  
248 goods and services. Register in the System for Award Management (SAM) at  
249 <https://www.sam.gov> or call 1-866-606-8220 for further information.
- 250 d. Certify that owner(s), company, corporate official(s), agents or employees are not  
251 debarred, suspended or disqualified by SDDC/USTRANSCOM or any outside  
252 review agency; or placed in nonuse status by SDDC/USTRANSCOM at the time  
253 of registration. Notify SDDC electronically ([usarmy.scott.sddc.mbx.carrier-](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)  
254 [registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)) or USTRANSCOM electronically for air shipments  
255 ([transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)) of any changes in ownership,  
256 affiliations, legal name or other changes affecting FCRP registration within 30  
257 calendar days.
- 258 e. Carriers must notify SDDC electronically ([usarmy.scott.sddc.mbx.carrier-](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)  
259 [registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil)) or USTRANSCOM electronically for air shipments  
260 ([transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)) of any changes in ownership,  
261 affiliations, legal name or other changes affecting FCRP registration within 30  
262 calendar days. Changes to a motor carrier's SCAC due to changes in ownership,  
263 affiliations, or other legal name changes may occur; however, the SCAC must  
264 maintain an approved DOT and MC number as registered/approved in FCRP that  
265 meets the minimum requirement of 3 years of consecutive, uninterrupted DOT  
266 operating authority.
- 267 **3.** Terms of the FCRP shall be in effect from the date of approval and can only be  
268 terminated after removal from the program. Removal from the program can be  
269 accomplished by various means to include, but not limited to, DoD-wide  
270 disqualification, self-termination, suspension or debarment.

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

273 *These requirements apply to all TSPs:*

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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1. TSP requirements include, but are not limited to: active Standard Carrier Alpha Code (SCAC); active authority (see Paragraph II.A.2, pg. 9, for motor authority requirements); SYNCADA/US Bank account; Compliance Safety Accountability (CSA) thresholds on asset based TSPs.
  - 279  
280 2. After initial approval, follow-up evaluations shall be conducted at any time to confirm continued eligibility as a DoD approved TSP.
  - 281  
282 3. Valid operating certificates and insurance for the scope of operations shall be maintained by the TSP (Not applicable for air TSPs).
  - 283  
284 4. TSPs who are looking to provide TPS must be registered and approved as an asset based carrier (Not applicable for air TSPs).
  - 285  
286 5. All TSPs who receive shipment awards shall be required to move and accept cargo  
287 under a non-negotiable standardized DoD generated commercial BL that conforms to  
288 the Defense Transportation Regulation (DTR) 4500.9R Part II, Cargo Movement,  
289 Chapter 206, and the U.S. Federal Bill of Lading (BL) Act. The applicable rate on  
290 any shipment is the one published and in effect within the Tender Entry on the Web  
291 (TEOW) application on the date the shipment is accepted by the TSP (see U.S.  
292 Government Freight Handbook, Chapter 3, Section 32: U.S. Government Freight  
293 Transportation Handbook (gsa.gov)). GFM matches TSP's voluntary tenders to  
294 shipments based on the parameters entered by the TO/Shipper in their shipper  
295 systems. Only tenders that match these parameters and are, or will be, active on the  
296 availability/pick-up date set by the TO/Shipper are offered in the Automation  
297 Transportation Request (ATR) application in GFM. TSPs may accept, decline, or not  
298 respond to these offers. A carrier's acceptance under their tender identified in the  
299 offer constitutes the carrier's formal agreement to perform those services under that  
300 tender's rate at the time of acceptance. Changes or cancellations of tenders after a  
301 carrier accepts a shipment will not alter the existing agreement(s); new or updated  
302 tenders will be applicable to future shipments that have not yet been accepted by the  
303 carrier. If a TSP believes the tender applied to a shipment is somehow in error, they  
304 may follow the Dispute Resolution procedures in this publication and contact the  
305 applicable agency for assistance. TSPs will utilize their own commercial BLs when  
306 authorized (e.g. when transportation systems are inoperable, during holidays and/or  
307 weekends, or when there is no access to transportation personnel), also package  
308 express shipments are excluded) upon approval of TO/shipper/consignor or  
309 USTRANSCOM, TCJ4-LC Commercial Services Branch for air shipments. Shippers  
310 should be advised that additional carrier or Government required paperwork (e.g.  
311 U.S. export documentation) might be required to accompany the  
312 international/domestic shipment. Shippers furnishing supporting documents, contract  
data, or other information to TSPs are responsible for their accuracy.
- 313 6. Performance Bonds.
- 314 a. TSPs are required to submit a performance bond. The performance bond secures  
315 performance and fulfillment of TSP obligations to deliver DoD freight. It will  
316 cover any instance where a TSP cannot or will not deliver DoD freight tendered to

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

317 them. This includes default, abandoned shipments, and bankruptcy by the TSP.  
318 The bond will not be utilized for operational problems such as late pickup or  
319 delivery, excessive transit times, refusals, no shows, improper/inadequate  
320 equipment, payment of subcontractors, or claims for lost or damaged cargo. **Trust**  
321 **funds and letters of credit are not accepted in lieu of the bond (Not applicable**  
322 **for air TSPs).**

323 b. Motor common, broker, freight forwarders, logistic management companies, and  
324 contract carriers are required to provide a \$100,000 performance bond. Bulk fuel  
325 carriers are required to provide a \$25,000 performance bond (Not applicable for  
326 air TSPs).

327 c. TSPs registered with the Small Business Administration (SBA),  
328 <http://www.sba.gov>, may select up to three states with a performance bond of  
329 \$25,000, up to 10 states with a performance bond of \$50,000 and 11 or more  
330 states for \$100,000. To utilize these bond amounts, TSPs must provide supporting  
331 documentation showing registration with the SBA (Not applicable for air TSPs).

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

335 e. TSPs that have conducted business in their own name with DoD for 3 or more  
336 years may request a Performance Bond in the amount of 2.5% of their total DoD  
337 revenue for the previous 12 months, not to exceed \$100,000 and not less than  
338 \$25,000 (Not applicable for air TSPs).

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

341 g. Performance bonds must remain active at all times; verification of bond must be  
342 provided upon SDDC request. Updates and renewals for surface modes must be  
343 forwarded to [usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil). A failure to  
344 maintain and provide renewal information on performance bonds will result in  
345 TSP disapproval (Not applicable for air TSPs).

### 346 7. Insurance.

347 a. Motor TSP shall at all times maintain minimum public liability insurance as  
348 required in 49 CFR, Part 387, for the specific type of motor carriage applicable to  
349 the shipment. The applicable schedule of limits for minimum public liability  
350 insurance are specifically set forth in 49 CFR, Part 387.9 and can be referenced  
351 directly at [http://edocket.access.gpo.gov/cfr\\_2003/octqtr/pdf/49cfr387.9.pdf](http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf).

352 b. Motor tank truck TSPs are required to maintain \$1 million liability for Government  
353 freight (see 32 CFR, Part 619.4). Schedule of limits provided in 49 CFR at  
354 [http://edocket.access.gpo.gov/cfr\\_2003/octqtr/pdf/49cfr387.9.pdf](http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf).

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

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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- d. Bulk Fuel TSP must maintain a minimum of \$5 million in public liability insurance and \$5 million in pollution liability insurance.
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- 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.
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- f. Insurance information shall be updated regularly by TSP through DOT's Licensing and Insurance website at <http://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm>. Any change or modification of a TSP's insurance information shall be promptly reported to SDDC, [usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil).
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- g. Proof of minimum cargo insurance of \$150,000 for loss and damage of government freight per vehicle and/or \$20,000 per vehicle transported (e.g., automobile transporters or vehicles in drive away service) must be maintained. Perishable goods TSP will maintain, as a minimum, cargo insurance in the amount of \$80,000, and bulk motor petroleum TSPs will maintain \$25,000. When registering, TSPs must have their insurance company submit their certificate of cargo insurance to [usarmy.scott.sddc.mbx.carrier-registrations@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@army.mil). Cargo insurance must remain active at all times. Yearly updates to cargo insurance must be provided. Failure to provide updated information or retain active cargo insurance will result in TSP disapproval. Rail TSPs that meet the self-insurance requirements as stated in 49 CFR will not be required to list any insurance company with SDDC.
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- 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.
- 388
- 8. Safety.**
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- 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.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 400           b. TSPs must implement and certify that they have in place company-wide safety  
401           management programs that comply with applicable federal, state and local  
402           statutes or requirements. Safety programs shall be subject to review and  
403           evaluation by DoD representatives.
- 404           9. Cargo shall be delivered in the same condition as received at origin after shipment is  
405           loaded, secured, inspected and cleared for movement. Any damage or loss shall be  
406           the responsibility of the TSP and shall be settled promptly (see Section A, VII,  
407           Claims [pg. 91]). To avoid liability for loss and damage to cargo, a TSP must show  
408           that it is free from negligence and that the loss or damage was due to a *force majeure*  
409           situation. Notification of cargo loss, damage, or unusual delay shall be made by TSP  
410           within 24-hours to the consignor and consignee, except as designated in Section A,  
411           VIII, Table 1 and 2 (pg. 93). Report information will include origin and destination,  
412           BL number, shipping paper information, time and place of occurrence, and other  
413           important details. Accident reports submitted to DOT shall be provided to SDDC  
414           upon request.
- 415           10. TSPs may not post DoD loads on broker or load boards unless they are registered  
416           with the DoD as a broker, logistics company or a freight forwarder. Double  
417           Brokering of any DoD freight is not permitted. TSPs may not solicit drivers with a  
418           price for specific loads through broker or load boards unless they have already been  
419           awarded that freight by a DoD shipper.

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

421           *This item sets forth the minimum requirements for brokers/surface freight*  
422           *forwarder/logistic companies to maintain their SDDC qualifications to transport DoD*  
423           *freight.*  
424

- 425           1. Brokers, freight forwarders and logistics companies will maintain a current electronic  
426           listing of all subcontracted TSPs who may be used to transport DoD freight. Listings  
427           shall be maintained at the corporate office and available to send via email upon  
428           SDDC request and viewed by SDDC personnel only.
- 429           2. Brokers, freight forwarders, or logistics companies who submit tenders and receive  
430           awards of government traffic agree to assume full liability for a shipment under the  
431           Carmack Amendment, unless the terms and conditions of the BL establish that a  
432           SDDC released valuation rate applies to that shipment. Brokers, freight forwarders, or  
433           logistics companies must also comply with all applicable provisions of 49 United  
434           States Code and 49 Code of Federal Regulations, including 49 CFR 371 and 387.  
435           Brokers shall be required to fully comply with all other requirements that are required  
436           of other TSPs under the circumstances applicable to each shipment.
- 437           3. Subcontracted TSPs will provide sufficient documentation for the shipper to verify and  
438           confirm that they have been engaged by the broker, freight forwarder or logistics  
439           company named on the BL. TSP contractors shall provide the subcontracted TSPs  
440           with the required documentation, such as BLs and broker agreements prior to pick up.  
441           In emergencies only, the required information may be emailed and/or faxed to the  
442           shipping activity prior to pick up during normal operating hours.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 443 4. Brokers, freight forwarders, or logistics companies who exercise their option to  
444 subcontract transportation services to another TSP are advised that the government  
445 lack privities of contract with any subcontracted TSPs acting on behalf of its  
446 principal. Therefore, the government is not liable contractually to any subcontracted  
447 TSPs as a matter of law. Brokers, freight forwarders, or logistics companies will  
448 ensure that subcontracted TSPs shall not hold DoD freight “hostage” due to failure,  
449 inability or refusal of the broker, freight forwarder, or logistics company as a  
450 principal to pay sums lawfully owed to their subcontracted TSP(s). Brokers, freight  
451 forwarders, or logistics companies are responsible to pay directly any charges or sum  
452 certain amounts lawfully owed to their subcontracted TSPs. In no event shall the  
453 broker, freight forwarder, or logistics company or any subcontracted TSPs be  
454 permitted to exercise any state law lien on government property. Brokers, freight  
455 forwarders, or logistics companies shall be held responsible for any consequential  
456 damages incurred by the government resulting from a hostage freight situation that  
457 results from the failure of a broker, freight forwarder, or logistics company to pay its  
458 subcontracted TSP promptly.
- 459 5. Brokers, freight forwarders and logistics companies are not authorized to handle or  
460 accept any shipments moving with Constant Surveillance and Custody Service (CIS),  
461 Dual Driver Protective Service (DDP), Protective Security Service (PSS), Satellite  
462 Motor Surveillance Service (SNS), Trailer Tracking Service (DCS), and/or 675.  
463 Handling and solicitation of DoD sensitive conventional AA&E, classified (SECRET  
464 and Confidential), sensitive and controlled cryptographic items, Class 1 Division 1.1  
465 thru 1.6, sensitive munitions are also prohibited. Clearing documentation through  
466 customs may be permitted.
- 467 6. Brokers, freight forwarders, or logistics companies will carry minimum public liability  
468 insurance required under 49 CFR, Part 387.
- 469 7. Cargo shall be delivered in the same condition as received at origin after shipment is  
470 loaded, secured, inspected and cleared for movement. Any damage or loss shall be  
471 the responsibility of the broker, freight forwarder, or logistics company and shall be  
472 settled promptly (see Section A, VII, Claims [pg. 91]). To avoid liability for loss and  
473 damage to cargo, a TSP must show that it is free from negligence and that the loss or  
474 damage was due to a *force majeure* situation. Notification of cargo loss, damage, or  
475 unusual delay shall be made by the broker, freight forwarder, or logistics company  
476 within 24-hours to the consignor and consignee, except as designated in Section A,  
477 VIII, Table 1 and 2 (pg. 93). Report information will include origin and destination,  
478 BL number, shipping paper information, time and place of occurrence, and other  
479 important details. Accident reports submitted to DOT shall be provided to SDDC  
480 upon request.
- 481 8. The status of any shipment tendered to a broker, freight forwarder, or logistics  
482 company shall be provided within 24 hours upon SDDC’s request to the broker,  
483 freight forwarder or logistics company’s designated POC.

### 484 **D. REQUIREMENTS FOR PROVIDING TRANSPORTATION** 485 **PROTECTIVE SERVICES (TPS)**



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

- 488
- 489 1. Only DoD approved TSP shall be permitted to transport TPS shipments. TSP who  
490 have not received prior approval by SDDC for TPS are not authorized to accept  
491 delivery of, or otherwise transport TPS cargo.
- 492 2. TSP shall demonstrate capability of complying with federal, state, municipal and other  
493 local laws and regulations governing safe transportation of AA&E to include 49 CFR,  
494 Parts 172, 177 and 382 through 397. Provisions for exempt intra-city operations as  
495 defined in 49 CFR will not apply to transportation of AA&E. Compliance is subject  
496 to review and evaluation by DoD representatives.
- 497 3. Insurance Requirement:
- 498 a. Prior to receiving authorization to transport any quantity of Division 1.1, 1.2, or 1.3  
499 material, as defined in 49 CFR 173.50, any quantity of Division 2.3, Hazard Zone  
500 A, defined in 49 CFR 173.115, Division 6.1, Packing Group I, Hazard Zone A  
501 material, defined in 49 CFR 173.132; or highway route controlled quantities of  
502 Class 7 material defined in 49 CFR 173.403, TSP must have \$5 million in public  
503 liability insurance. TSP will provide information on their insurance provider to  
504 allow verification. TSP must maintain the required insurance coverage as long as  
505 it has authorization to move these shipments.
- 506 b. Prior to receiving authorization to transport any quantity of Class 1, Division 1.4,  
507 1.5, or 1.6 defined in 49 CFR 173.50, TSP must have \$1 million in public  
508 liability insurance. TSP will provide information on their insurance provider to  
509 allow verification. TSP must maintain the required insurance coverage as long as  
510 it has authorization to move these shipments.
- 511 4. Brokerage (as defined in 49 CFR, Part 371.2) of TPS will not be permitted.
- 512 5. Safety Requirements for TSPs providing Transportation Protective Services (TPS).
- 513 a. Motor TSPs holding Facility Clearances and authorized by SDDC to provide DDP  
514 or PSS are required to maintain score averages below the established thresholds  
515 for safety performance as tracked by the U.S. Department of Transportation's  
516 (DOT) Federal Motor Carrier Safety Administration (FMCSA). Safety  
517 performance will be evaluated using the FMCSA's Compliance, Safety, and  
518 Accountability (CSA) Program. CSA utilizes seven Behavior Analysis Safety  
519 Improvement Categories (BASICS), which include Unsafe Driving, Hours of  
520 service (HOS), Driver Fitness, Controlled Substances/Alcohol, Vehicle  
521 Maintenance, Hazardous Materials (HM) Compliance and Crash Indicator.
- 522 b. TSPs will ensure CFR 49, Part 171, Subpart B is completed. The Hazardous  
523 Materials Incident Report (DOT Form F 5800.1) are completed and sent IAW  
524 instructions found in Part 171.16. In addition, TSPs will send copies of the  
525 completed reports to SDDC Carrier Performance at  
526 [usarmy.scott.sddc.mbx.carrier-performance@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-performance@army.mil) and SDDC Safety at  
527 [usarmy.scott.sddc.mbx.ae-safety@army.mil](mailto:usarmy.scott.sddc.mbx.ae-safety@army.mil).

- 528 6. Motor TSPs authorized to provide DDP and PSS:
- 529 a. All DDP and PSS TSPs will follow the HAZMAT standard. FMCSA requires CSA
- 530 TSP scores in Unsafe Driving, Crash Indicator, and Hours of service (HOS)
- 531 BASICS to be 60 or lower. BASICS for Driver Fitness, Controlled
- 532 Substances/Alcohol and Vehicle Maintenance require scores of 75 or lower and
- 533 the Hazardous Materials (HM) BASIC requires a score of 80 or lower. SDDC
- 534 may review BASICS quarterly and request an explanation from any TSP whose
- 535 score is above the standard in any BASIC. Failure to provide an adequate
- 536 explanation or to show improvement may result in the TSP’s placement into non-
- 537 use status for DDP and PSS shipments and/or result in a Transportation Review
- 538 Board (TRB).
- 539 b. During any corporate inspections, SDDC or its contractor may examine all of the
- 540 TSP’s safety performance history, to include all BASIC scores and DOT incident
- 541 and enforcement histories.
- 542 c. Motor carriers shall provide a corrective action for all violations discovered during
- 543 a roadside inspection while carrying DoD TPS cargo requiring SNS. Corrections
- 544 will be provided to SDDC Safety Office at [usarmy.scott.sddc.mbx.ae-](mailto:usarmy.scott.sddc.mbx.ae-safety@army.mil)
- 545 [safety@army.mil](mailto:usarmy.scott.sddc.mbx.ae-safety@army.mil) within 30 days of the violation.
- 546 7. **Motor Carrier Safety Evaluation Program (MSEP).** A consistent and systematic
- 547 framework for evaluating a commercial motor carrier’s [hereafter referred to as
- 548 ‘carrier’] capability to safely transport DoD shipments of Ammunition and
- 549 Explosives (A&E). SDDC will use the MSEP to conduct evaluations to determine the
- 550 carrier’s compliance with the Department of Transportation’s (DOT) Federal Motor
- 551 Carrier Safety Regulations (FMCSR) and Hazardous Materials Regulations (HMR),
- 552 in addition to DoD requirements found in the MFTURP-1.
- 553 8. **Motor Carrier Accident, Incident Investigation Reports.** Upon request from the
- 554 SDDC Safety Office, TSPs shall provide official police reports, toxicology reports,
- 555 and detailed investigation reports conducted by the TSP. Detailed information
- 556 (photos, descriptions etc.), police reports, and toxicology reports shall be provided as
- 557 soon as possible. Final TSP investigation (written) reports shall be provided within
- 558 30 days of the accident/incident occurrence, shall identify root cause(s) and shall
- 559 identify corrective actions to prevent recurrence where applicable.

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

561 *This item describes TSP requirements regarding the leasing of vehicles to transport*

562 *DoD freight. This section applies only to those with motor TSP authority.*

563

- 564 1. Lease requirements will be in accordance with 49 CFR Part 376.
- 565 2. A copy of the appropriate lease agreement must be with the vehicle and available for
- 566 inspection. Shipper may reject vehicle without stated documentation.
- 567 3. Identification/markings of vehicles will be in accordance with 49 CFR part 390.



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- 568 a. The markings must include the carriers name and DOT number, and the marking  
569 must be easily visible from 50 feet away. The owner-operator’s name can be on  
570 the vehicle along with carrier’s name. However, if there are multiple names on  
571 the vehicle, the carrier’s name must be presented by the words “Operated by”.
- 572 b. Minimum requirement for identification/markings is a “magnetic sign” or  
573 stenciling for non-TPS shipments. Minimum requirement for  
574 identification/markings for TPS shipments is stenciling of the items described in  
575 3.a. above. Use of taped and/or glued paper/cardboard on truck doors is  
576 prohibited.
- 577 4. Rentals and short-term leases for single loads are permitted.

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

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

## 586 **III. CONDUCTING BUSINESS WITH DEPARTMENT OF** 587 **DEFENSE**

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

- 589 1. As a requirement to conduct business with DoD, a TSP shall be Third Party Payment  
590 System (TPPS) capable. If otherwise qualified, TSPs not TPPS certified will not be  
591 eligible to transport DoD freight. TPPS is an electronic freight transaction tracking  
592 and payment system.
- 593 2. The currently authorized TPPS is Syncada, a service of US Bank. TSP should contact  
594 US Bank at 612-973-6597 or 1-800-417-1844 or on the web at  
595 [www.usbpayment.com/syncada](http://www.usbpayment.com/syncada). Payment of freight services within the United  
596 States, to include small packages and sealift intermodal container services shall be  
597 paid through the currently authorized TPPS. A fee is required to participate in the  
598 program.
- 599 3. Prior to submitting an invoice or linked e-bill, the TSP must have proof of delivery by  
600 obtaining, at a minimum, a copy of the bill of lading (a signed bill of lading by the  
601 destination government representative). If they only have a verbal confirmation from  
602 the driver, then the TSP can call the destination to verify delivery occurred and the  
603 cargo was delivered in good condition as proof of delivery. Alternate proof of  
604 delivery needs to clearly identify the government representative who received the

605 shipment with contact information. Delivery date entered into the currently  
 606 authorized and only TPPS/electronic payment system, US Bank Syncada, must be the  
 607 actual date property was delivered to consignee, and the TSP will invoice based on  
 608 this date, not the contracted delivery date.

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

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

620 **Electronic Instructions:**

- 621
- 622 1. The TSP shall be capable of Electronic Commerce/Electronic Data Interchange (EDI)  
 623 and shall agree to the terms of the EDI Trading Partner Agreement (TPA) for Defense  
 624 Transportation. The main purpose of the TPA is to clarify the terms of the  
 625 agreement, and to Identify: SCAC, Carrier and SDDC points of contact, transaction  
 626 sets to be exchanged, and the necessary electronic headers and delimiters. Please  
 627 contact the SDDC G6 Information Management Office at [usarmy.scott.sddc.mbx.g6-edi-support@army.mil](mailto:usarmy.scott.sddc.mbx.g6-edi-support@army.mil) for obtaining and completing the current model TPA, and for  
 628 assistance in testing EDI transactions to ensure success.  
 629
- 630 2. EDI is the computer-to-computer exchange of business data in machine-readable  
 631 language using strictly defined public standards.
- 632 3. An EDI Implementation Convention (IC) defines the rules for filling in or "populating"  
 633 an EDI transaction. Following the agreed upon convention, or version of the standard  
 634 ensures that EDI partners will encounter fewer data quality problems during  
 635 development and maintenance of their EDI systems.
- 636 4. American National Standards Institute (ANSI) charters the Accredited Standards  
 637 Committee (ASC) X12, or ANSI ASC X12, to develop uniform standards for inter-  
 638 industry electronic interchange of business transactions or EDI.
- 639 5. ANSI ASC X12 develops, maintains, interprets, publishes and promotes the proper use  
 640 of American National and the United Nations/Electronic Data Interchange for  
 641 Administration, Commerce and Transport (UN/EDIFACT) Standards. The ANSI  
 642 ASC X12 body meets periodically to develop and maintain EDI standards. Its main  
 643 objective is to develop standards to facilitate electronic interchange relating to  
 644 business transactions. ANSI ASC X12 standards facilitate transactions by establishing  
 645 a common, uniform business language for computers to communicate. With more

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- 646 than 275 transaction sets, ANSI ASC X12 standards can be used to electronically  
647 conduct nearly every facet of business-to-business operations.
- 648 6. EDI status records are generated and populated from the ANSI ASC 214A  
649 transactions. Transactions are sent to the government value added network where they  
650 are mapped and forwarded to IGC.
- 651 7. Global Exchange Service (GEX) is an EDI-based Defense Information Systems  
652 Agency (DISA) system which provides EDI messages to United States Transportation  
653 Command (USTRANSCOM) and other Department of Defense (DoD) agencies.
- 654 8. To get the latest version of the DOD 214 A, 417 and 418, Implementation Convention,  
655 visit the Defense Transportation Electronic Business (DTEB) website at  
656 <https://www.ustranscom.mil/cmd/associated/dteb>. Currently the 417 and 418 ICs  
657 are being developed. Once complete they will be posted to the DTEB website for  
658 use. For information on how to establish an interface with the GEX, contact the GEX  
659 at (614) 692-5344 or by email at [Cols-EDI@csd.disa.mil](mailto:Cols-EDI@csd.disa.mil) Monday through Friday,  
660 between 8 am and 5 pm Eastern Time; afterhours, or during weekends or holidays,  
661 the GEX can be reached at 1-866-618-5988 or by email at [gex\\_admin@csd.disa.mil](mailto:gex_admin@csd.disa.mil).
- 662 9. All 214A records will require the Bill of Lading (BOL) shipment identification (ID)  
663 number to complete the link between IGC and Global Freight Management (GFM).  
664 While the Transportation Control Number (TCN) is not required at this time, but will  
665 be once the IC is updated, TSPs are required to provide it via the EDI 214A.
- 666 10. All 214A records will require the following reference number information (in  
667 multiple loops) to identify rail car or motor transportation shipments.
- 668 a. Waybill, BOL or TCN (if available). Provide this in the B1002 element. When  
669 TCNs or BOLs cannot be provided by the shipper activity, the B1002 will contain  
670 "NONE" to indicate non-availability.
- 671 b. Contract number (optional – use if provided). Provide this in the L1101 element in  
672 an L11 segment with a contract number (CT qualifier in the L1102 element).
- 673 c. Standard Carrier Alpha Code (SCAC). Provide this in the B1003 element.
- 674 d. Billed shipment weight. Provide this in the AT803 element with a “B” qualifier in  
675 the AT801. Also provide the unit of measure in the AT802 (L for pounds, K for  
676 Kilograms).
- 677 11. The following are the minimum events to be sent for each shipment (AT701 of the  
678 214A EDI message):
- 679 a. AF – Carrier Departed Pick-Up Location With Shipment (mandatory)
- 680 b. X4 – Arrived At Terminal Location (if it occurs)
- 681 c. P1 – Departed Terminal Location (if it occurs)
- 682 d. K1 – Arrived At Customs (if it occurs)
- 683 e. X1 – Arrived At Delivery Location (mandatory)

- 684 f. D1 – Completed Unloading At Delivery Location (mandatory)
- 685 12. The contractor shall accomplish status reporting within four (4) hours of an event, or
- 686 the same amount of time provided to their commercial customers, whichever is
- 687 sooner.
- 688 13. TSP will ensure at all times any leg of a shipment involving carriage of goods by a
- 689 motor or rail TSP shall be moved under the proper and lawful operating authority as
- 690 required by applicable sections set forth in 49 U.S. Code (U.S.C.).

691 **C. ALTERNATIVE GOVERNMENT BIDDING PROCESSES FOR**

692 **TRANSPORTATION SERVICE PROVIDERS**

693 *This item describes the alternative methods the government can utilize (other*

694 *than the tender offer process) for TSP to offer transportation services to DoD and*

695 *other authorized agencies.*

696

697

697 1. Negotiation:

- 698 a. TSPs are provided terms and conditions for a movement via a written solicitation.
- 699 A verbal negotiation may be used in an emergency but must be converted to
- 700 written form within three (3) business days.
- 701 b. When terms and conditions for a shipment are negotiated, the non-alternation of
- 702 rates concerning that specific shipment shall take precedence over any alternation
- 703 provision contained within this publication. Even with regards to negotiated One-
- 704 Time-Only (OTO) shipments that share the same points of origin and destination,
- 705 commodities or tender dates that may overlap. Negotiated OTOs are completed to
- 706 meet specific requirements and are not to be alternated.
- 707 c. Negotiations may only be conducted when at least one of the following criteria is
- 708 met:
- 709 i. No voluntary tenders exist on file to satisfy specific requirements of a shipment.
- 710 ii. Movement occurred without applicable tender on file with SDDC. Negotiated
- 711 air tender(s) will be approved in rare and unique, case-by-case basis.
- 712 USTRANSCOM, Commercial Service Branch, TCJ-LC is the approval
- 713 authority for negotiated air tender(s).
- 714 iii. Voluntary tenders are insufficient to satisfy requirements.
- 715 iv. The entire movements exceeds 25 truck/carloads.
- 716 v. The shipment is for over dimensional or overweight freight (to include AA&E
- 717 shipments).
- 718 vi. When a service is required for a movement that is not identified in this
- 719 publication or covered by the TSPs tender (rates published in TSPs tariffs
- 720 and/or other TSP publications will not apply).

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- 721 d. Any TSP that submits a bid for a negotiated move is assumed to be ready, willing  
722 and able to perform the services as stated in the solicitation. If TSP fails to  
723 provide any of the services, whole or in part, stated in the solicitation, they may  
724 be subject to immediate non-use for a period of up to 90 days. A subsequent  
725 occurrence of failure to provide services stated in the negotiation within a 6-  
726 month timeframe may be grounds to place the TSP in a nation-wide non-use  
727 status for up to 90 days.
- 728 e. When a TSP bids on an SDDC or USTRANSCOM-negotiated shipment IAW the  
729 terms of negotiated agreements all costs associated with the fuel rate adjustment,  
730 also known as a fuel related surcharge, must be all-inclusive as part of the  
731 negotiated rate.
- 732 i. Shipper will not make additional fuel related surcharge adjustments available on  
733 the BL.
- 734 ii. After solicitation but before execution: the solicitation (and award, if  
735 applicable) shall be canceled, and the shipment resolicited to include the  
736 additional services.
- 737 iii. During/after pick-up: charges for additional requirements shall be consistent  
738 with TSPs lowest rate on file for equivalent service. If TSP has no rate on file  
739 for equivalent service contact SDDC, G3, Domestic Freight Services for  
740 assistance at 618-220-5914 or via e-mail at [usarmy.scott.sddc.mbx.g3-  
741 domestic-freight-services-branch@army.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil) negotiated by SDDC. For air  
742 modes K, L, or M, contact USTRANSCOM, Commercial Services at COMM  
743 (618) 817-5773, DSN 817-5773, email:  
744 [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
- 745 2. Negotiated OTO: Is the same as negotiated, it's a subset or type of negotiated. Under  
746 tender based business there are two main types of negotiations, OTO and SRO.
- 747 3. Short-Term: Also known as a One-Time-Only (OTO). An OTO is a request for tender  
748 with rates for a specific movement requirement usually occurring within an 89-day  
749 period.
- 750 4. Long-Term: Also known as Standing Route Order (SRO). An SRO is a request for  
751 tender with rates that remain in effect for a specific time period for a particular route  
752 or shipment(s). Usually, an SRO involves a volume of traffic that moves in separate  
753 shipments over a period greater than 89 days but not to exceed 365 days.
- 754 5. Spot Bid on the Web:
- 755 a. Spot Bid on the Web is used for one-time only, unique (including over dimensional  
756 and overweight, as defined in Section B, Item 119 [pg. 147] or Section F, Item  
757 421) shipments using any mode of transportation that is adequate to meet the  
758 specific requirements of the shipment. Each mode of transportation (motor, air,  
759 barge, ocean, pipeline and rail) requires a separate SCAC. TSP is only authorized  
760 to move DoD freight in accordance with the mode selected within FCRP.

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- 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. above, 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, G6 Systems Response Center GFM Help Desk for further information or assistance concerning the use and application of the Spot Bid on the Web/Spot Bid process.
- 770  
771
- 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.
- 772  
773  
774  
775  
776  
777  
778
- 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@army.mil](mailto:usarmy.scott.sddc.mbx.omb-for-GFM-training@army.mil).
- 779  
780  
781
- e. When a TSP bids on a Spot Bid on the Web shipments IAW the Spot Bid terms all costs associated with the fuel rate adjustment, also known as a fuel related surcharge, must be all-inclusive as part of the negotiated rate.
- 782  
783
- i. Shipper will not make additional fuel related surcharge adjustments available on the BL.
- 784  
785  
786  
787
- ii. After Spot Bid issue and/or award but before execution (within 24 hours or less prior to pick up or TSP dispatched a vehicle): if there were changes initiated by the shipper, the Spot Bid (and award, if applicable) shall be canceled, and the Spot Bid resolicited reissued to include the additional services.
- 788  
789  
790  
791  
792  
793  
794
- iii. During/after pick-up: charges for additional requirements shall be consistent with TSPs lowest rate on file for equivalent service. If TSP has no rate on file for equivalent service Contact SDDC, G3, Domestic Freight Services for assistance at 618-220-5914 or via e-mail at [usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil](mailto:usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil). For air modes K, L, or M, contact USTRANSCOM Commercial Services at COMM (618) 817-5773, DSN 817-5773, email: [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
- 795
- f. Driveaway and Driveaway/Towaway shipments can be offered under Spot Bid.
- 796  
797  
798  
799  
800  
801  
802
- 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

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

803 bid submissions after a solicitation has closed. A TSP shall be notified of  
804 shipment award after the solicitation has closed.

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

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

813 j. Rate quotation/cost estimate purposes for over dimensional and overweight  
814 shipments only. Shipper must clearly state "FOR COST ESTIMATE PURPOSES  
815 ONLY" in the remarks of the spot bid. Any rates returned under a cost estimate  
816 spot bid are non-binding and cannot be used to award freight or issue BoLs.

817 k. See Section F for international air spot bids.

### 818 **D. ALTERNATION OF RATES (NOT APPLICABLE TO** 819 **NEGOTIATED TENDERS)**

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

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

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

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

827 1. TSP will review the TFG for installation policies regarding the minimum requirements  
828 for normal operating hours, installation closures, or any other important information.  
829 In the event that CAS (Carrier Appointment System) is required in the TFG, the TSP  
830 will be required to utilize the CAS system to request delivery appointments. TSP can  
831 access the TFG and the CAS on the TEAMS website: <https://eta-teams.transport.mil/teams/login>.  
832

833 2. Failure to review the TFG for installation policies for pickup and delivery  
834 requirements may result in non-payment of detention, demurrage and/or storage  
835 charges. **NOTE:** Carriers bill the activity responsible for incurring the Detention.

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

837 4. When delivering or loading cargo on a DoD Commercial Bill of Lading (CBL) at a  
838 commercial industry facility, the following DoD (Federal) Holidays may not be  
839 observed. As long as the facility is open for normal business hours, holiday pick-up



840 or delivery charges will not be authorized unless specifically listed on the CBL by the  
841 issuing US Government office. Holidays affected by this policy:

842 a. Martin Luther King Jr. Day

843 b. President's Day

844 c. Memorial Day

845 d. July 4<sup>th</sup>

846 e. Labor Day

847 f. Indigenous Peoples' Day

848 g. Veterans' Day

849 h. Juneteenth

## 850 IV. DOD STANDARD TENDER OF FREIGHT SERVICE

### 851 A. GENERAL TENDER OF SERVICE INFORMATION:

852 1. This paragraph governs use and application of the DOD Standard Tender of Freight  
853 Service, HQ SDDC 364-R (Appendix I, see pg. 257). This format shall be used by all  
854 TSPs to submit tenders to compete for non-FAR, or by exception some FAR-Based  
855 contracted, DOD transportation requirements.

856 2. All tenders are filed via the Tender Entry on the Web (TEOW) module, except when  
857 explicitly exempted by this publication, accessed through the Transportation  
858 Enterprise Access Management System (TEAMS), Global Freight Management  
859 (GFM) system.

860 a. Refer to the TEOW User Manual at <https://gfm.transport.mil/teowform/teow.pdf>  
861 for instructions on how to use the application. Training is provided through  
862 webinars and can be requested via the Systems Response Center at 800-462-2176,  
863 Option 3 for GFM, or by sending an e-mail to [usarmy.scott.sddc.mbx.omb-for-](mailto:usarmy.scott.sddc.mbx.omb-for-gfm-training@army.mil)  
864 [gfm-training@army.mil](mailto:usarmy.scott.sddc.mbx.omb-for-gfm-training@army.mil). If unable to electronically file tenders, the TSP should  
865 contact the GFM Help desk at 800-462-2176 or send email to  
866 [usarmy.scott.sddc.mbx.G6-SRC-GFM-HD@army.mil](mailto:usarmy.scott.sddc.mbx.G6-SRC-GFM-HD@army.mil).

867 3. Tenders submitted in response to HQ SDDC or USTRANSCOM solicitations, and  
868 other negotiated actions shall be published in the Standard Tender format, unless  
869 otherwise specified by the terms and conditions of those actions.

870 a. Negotiated tenders are entered by TSPs only after shipment award by ITO.

871 b. For all negotiated air tenders, USTRANSCOM will facilitate the ITO requirements  
872 with air carriers to ensure fair opportunity is afforded.

873 4. The Standard Tender format shall be used for TSPs that wish to file certain Less-Than-  
874 Truckload (LTL) and Truckload (TL) Class 100 rates. The baseline Class 100 rates  
875 and minimum charges contained in this publication shall serve as a basis for TSPs



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 876 actual rates and charges for DOD shipments in intrastate commerce, and shipments  
877 from to and between those points in the CONUS, Alaska and/or Canada specified in  
878 the individual TSP tenders. Class 100 Rates may only be used in connection with  
879 Rate Qualified “PQ”, in the DOD tender.
- 880 5. Shipments excluded from the Standard Tender format are courier; package express  
881 Mode R; Driveaway, Driveaway/Towaway, unaccompanied baggage to or from  
882 Alaska; and privately-owned mobile homes or vehicles.
- 883 6. Exempt from filing electronic tenders in TEOW: Surface mode (O) Water is currently  
884 unsupported in TEOW/GFM. TSPs registered in this mode may submit tenders  
885 using the Uniform Tenders of Rates and/or Charges For Transportation Services,  
886 Optional Form (OF) 280 (Appendix I, see pg. 262) or manual HQ SDDC Form 364-  
887 R. Additionally, certain HQ SDDC negotiated solicitations may direct submission of  
888 a manual HQ SDDC Form 364-R when awarded freight by an ITO. In either of the  
889 above instances email a copy of the applicable tender to HQ SDDC, Special  
890 Requirements Branch at [usarmy.scott.sddc.mbx.negotiations-team@army.mil](mailto:usarmy.scott.sddc.mbx.negotiations-team@army.mil).
- 891 7. The Standard Tender format shall be used for DOD, DOD-sponsored, and other  
892 authorized DTS users for intrastate and interstate shipments from, to and between  
893 CONUS, Canada, Alaska and Mexico. Only the intrastate tender format is valid for  
894 Hawaii and Puerto Rico. By exception, the Standard Tender format for domestic air  
895 shipments shall be used for DOD, DOD-sponsored, and other authorized DTS users  
896 for intrastate and interstate shipments from, to and between CONUS only.
- 897 8. TSP tender must match FCRP authority (i.e. if authority in FCRP is Motor, only mode  
898 (B) Motor tenders may be entered).
- 899 9. TSP will ensure that all allotted spaces in each of the character fields in the HQ SDDC  
900 364-R tender or Optional Form (OF) 280 are filled in properly.
- 901 10. Any tender that omits any required data containing special annotations or exceptions  
902 shall be considered inapplicable and have no effect to any contract for carriage.  
903 Tenders inadvertently accepted and distributed by SDDC which are subsequently  
904 determined to not meet or comply with the DOD tender filing instructions, or the  
905 applicable rules and/or rate publication, shall be subject to immediate removal. The  
906 issuing TSP shall be advised when tenders are removed under these circumstances.
- 907 11. The GFM System will assign to each accepted tender a distribution date and a  
908 distribution number.
- 909 12. Negotiated air tender(s) will be approved in rare and unique, case-by-case basis.  
910 USTRANSCOM, Commercial Service Branch, TCJ-LC is the approval authority for  
911 negotiated air tender(s). Air carrier registrations are handled by US TRANSCOM,  
912 TCJ4-LC, Commercial Services Branch.
- 913 13. Inquiries concerning the application of the Standard Tender format (except those set  
914 forth above) should be directed to SDDC via telephone at (800) 526-1465.
- 915 14. Publications (and any reissues) listed below shall be considered part of this  
916 publication, but shall not be specifically listed in Section B of the tender. Any

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- 917 potential conflict between the terms of the publications listed below and this  
918 publication shall be resolved in favor of the express terms in this publication.
- 919 a. National Motor Freight Classification (NMFC), Tariff Surface Transportation  
920 Board (STB) National Motor Freight (NMF) 100 series published by the National  
921 Motor Freight Traffic Association, Inc., Agent, 1001 North Fairfax Street, Suite  
922 600, Alexandria, VA 22314; [www.nmfta.org](http://www.nmfta.org); (703) 838-1810 (commodity item  
923 numbers, descriptions, packing and packaging only).
- 924 b. Defense Table of Distance (DTOD), official mileage guide for DOD,  
925 <https://dtod.transport.mil/>.
- 926 c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American  
927 Trucking Associations, Agent.
- 928 d. Continental Directory of Standard Point Location Codes (SPLC) NMF 102-Series,  
929 published by the National Motor Freight Traffic Association, Inc., Agent.
- 930 e. Directory of Standard Carrier Alpha Codes (SCAC), STB NMF 101-Series,  
931 published by the National Motor Freight Traffic Associations, Inc., Agent.
- 932 f. Closed Circuit Television (CCTV) Guidelines: Field Manual 3-19.30, Physical  
933 Security, Chapter 6, January 2001, published by US Army Publications  
934 Distribution Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-  
935 2893.
- 936 g. Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C.
- 937 h. International Civil Aviation Organization Technical Instructions (ICAO).
- 938 i. International Air Transport Association (IATA).
- 939 j. Transportation Security Administration Security and Safety Regulations and  
940 Guidelines.
- 941 15. SDDC will apply the mileage computed by the DTOD system for cost evaluation and  
942 TSP selection. See Section B, Item 87 (pg. 109), for guidance on hazardous miles.  
943 See Section B, Item 119, (pg. 131), for guidance regarding practical mileage. Also,  
944 see Section B, Part I (pg. 82), for guidance regarding short-line mileage. Mileage will  
945 not be applied when processing air shipments.

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

- 947 1. The SDDC Form 364-R tender can be broken down into five (5) main parts: the  
948 administrative sections (Sections A-C); the rates sections (Sections D, E & G-I); The  
949 Accessorial Section (Section F); The Non Standard Rates Section (Section J); and  
950 appendixes (Appendix A and B). See paragraph C, “Completing the DOD Standard  
951 Tender of Freight Service”, below to determine proper application of rate sections  
952 and rate tables for specific tender rate applications. (The paper form is used by  
953 exception only):
- 954 a. ADMINISTRATIVE TENDER SECTIONS A-C

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 955 i. SECTION A – CARRIER INFORMATION
- 956 ii. SECTION B – GENERAL TERMS AND CONDITIONS
- 957 iii. SECTION C – CARRIER’S OFFER AND INSTRUCTIONS
- 958 b. TENDER RATE SECTIONS D, E & G THROUGH I
- 959 i. SECTION D – POINT-TO-POINT RATES
- 960 ii. SECTION E – TERRITORIAL RATES
- 961 (1).SECTION E – TABLES A-F
- 962 (a). SECTION E-1 – STATE-TO-STATE RATE MATRIX
- 963 (b).SECTION G – POINT-TO-POINT AIR RATES
- 964 (c). SECTION H – TERRITORIAL AIR RATES
- 965 (d).SECTION I – INTERNATIONAL AIR RATES
- 966 (2).ACCESSORIAL RATES SECTION F
- 967 (a). SECTION F-1 – SECURITY ACCESSORIAL SERVICES
- 968 (b).SECTION F-2 – STANDARD ACCESSORIAL SERVICES
- 969 c. NON STANDARD RATES SECTION J
- 970 i. SECTION J – NON STANDARD RATES (Reserved for HQ SDDC negotiated
- 971 tenders only)
- 972 d. APPENDIX A AND B
- 973 i. APPENDIX A – RAIL ROUTES
- 974 ii. APPENDIX B – TELEPHONE NUMBERS, TENDER CANCELLATIONS
- 975 AND COMMODITIES

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

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

- 980 1. General Information - Administrative Tender Sections A-C:
- 981 a. TSP desired lane and rate type service, plus FCRP authorized mode will determine
- 982 what Sections and/or Tables of the 364-R are required to be completed. TSPs are
- 983 cautioned not to file duplicate freight service tenders for the same rate channels,
- 984 i.e., similar origins, destinations, commodities, equipment codes, etc., in more
- 985 than one tender.

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

990 2. Section A - Transportation Service Provider Information

991 a. Issuing Carrier: Enter the name, SCAC and complete home office street address of  
 992 the carrier issuing the tender of service.

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

1000 c. Mode - Enter the single character code from the following list that describes the  
 1001 mode of service offered by the tender.

1002 i. TSP must provide a unique SCAC applicable to their DOT authority and  
 1003 commensurate with their FCRP registration when selecting mode of tender.  
 1004 For example, if a TSP offers to provide indirect air and motor service, then  
 1005 they will need at least two SCACs: one for the air and a different SCAC for  
 1006 the indirect motor. If a TSP will only provide motor service under their carrier  
 1007 authority and property freight forwarder authority, then they will also need  
 1008 two SCACs: one for the motor carrier service offered and another SCAC for  
 1009 freight forwarder services offered.

1010 **Figure IV-1, MODES**

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

1011 \*Movements via these modes will utilize the Spot Bid on the Web process.

1012 d. Tender Number - Enter the tender number assigned by the TSP

1013 i. The six-position space allowed for tender numbers must be completely filled in.  
 1014 Alphabetical prefixes, suffixes, and hyphens are not permitted. For example, if

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- 1015 a TSP assigns number One to its tender, it would be shown as 000001. If a  
1016 supplement is being filed, use the two-character field provided to identify the  
1017 supplement. For example, Supplement No. 1 would be shown as 01.
- 1018 ii. Recommend tender and supplement numbers be consecutively numbered.
- 1019 iii. Tender number 004000 (is reserved).
- 1020 iv. Negotiated tenders must be numbered in the 500,000-series (500,000 through  
1021 599,999, inclusive).
- 1022 e. Supplements:
- 1023 i. Only one supplement to a specific tender may be in effect at any one time.
- 1024 ii. For voluntary tenders, a supplement can only be used to change Section A  
1025 (TSP Information). However, the SCAC (Item 1), Mode (Item 2), Application  
1026 (Item 11), Commodity Classification (Item 14), and parts included in the  
1027 tender (Item 16) may not be changed. Each time a new supplement is issued,  
1028 all unchanged Section A data must be brought forward. Section A data not  
1029 brought forward in the next consecutively numbered supplement to a specific  
1030 tender will automatically be cancelled. In addition to Section A, Section B  
1031 (General Terms and Conditions), and Section C (TSP's Offer and  
1032 Instructions) of the tender supplement shall be completed.
- 1033 iii. When a change in SCAC code occurs, cancellation supplements must be  
1034 issued to each tender filed under the old SCAC and new tenders must be  
1035 issued under the new SCAC.
- 1036 iv. When changing other than Section A, B, or C information, it is recommended  
1037 that the new tender number be consecutive, cancelling the tender being  
1038 replaced. Data not brought forward in the new tender will automatically be  
1039 cancelled.
- 1040 f. Cancellation of Tender/Supplement:
- 1041 i. If the tender or tender supplement being issued cancels any tender or  
1042 supplement, list the cancelled tender(s) in this item. To cancel an entire tender  
1043 and any supplements, enter the base tender number, i.e., enter the six-digit  
1044 tender number followed by two zeros (00). This cancels the tender and the  
1045 associated supplement of the tender. To cancel a supplement, the base tender  
1046 followed by the supplement number. This cancels the supplement but not the  
1047 tender. Note that a supplement to one tender cannot cancel any other tender.
- 1048 ii. TSP may cancel up to 20 tenders with a single tender that will carry forward  
1049 rates.
- 1050 g. Action & Nature of Change - Indicate what the supplement will do and provide a  
1051 brief but specific narrative of the nature of the amendment, e.g., "Extend  
1052 Expiration Date."

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- 1053 i. Supplements to extend expiration dates must be submitted at SDDC no later  
1054 than 24 hours prior to the tender expiration date. This is to meet the GFM  
1055 Host daily scheduled batch processing times. Expired tenders cannot be  
1056 reinstated retroactively.
- 1057 h. Issue Date - Enter the date of issue in the format requested. This date cannot be  
1058 prior to the receipt date, i.e. the current date.
- 1059 i. Effective Date - Enter the effective date of the tender in the format requested.
- 1060 i. When the TSP's intention is to lower its rates, the effective date must be at least  
1061 one (1) day after the issue date.
- 1062 ii. When the TSP's intent is to increase rates or charges, or cancels a service in  
1063 that tender, the effective date must be at least one (1) day after the issue date.
- 1064 iii. If it is the TSP's intent to extend the tender, then issue date must be at least  
1065 one (1) day after the issue date.
- 1066 iv. Unlike voluntary tenders, negotiated 500,000 series tenders dates can be  
1067 retroactive.
- 1068 j. Expiration Date - Enter the expiration date in the format requested.
- 1069 i. For voluntary tender submissions, the expiration date may not be less than 90  
1070 days, or no more than two years from the effective date. An expiration date is  
1071 mandatory on all tenders and supplements. A change in the expiration date  
1072 stated in a supplement changes the expiration date for the tender.
- 1073 ii. For negotiated tender submissions, the expiration date may not be less than 30  
1074 days, or no more than one year from the effective date. A change in the  
1075 expiration date stated in a supplement changes the expiration date for the  
1076 tender.
- 1077 k. Application (not applicable on modes K, L or M) – Specifies whether the tender  
1078 applies to interstate or intrastate traffic. Interstate tenders will not contain any  
1079 intrastate rates. If the tender applies to intrastate shipments, insert the U.S. Postal  
1080 Service Standard State Abbreviation in the space provided. Intrastate tenders will  
1081 not contain any interstate rates. Only one state per intrastate tender is permitted.
- 1082 l. Operating Authority - Motor TSP must list their appropriate DOT operating  
1083 authority numbers or appropriate intrastate operating authority numbers. If the  
1084 service offered is exempt, enter the word "EXEMPT." This item shall not apply to  
1085 rail TSP. The TSP's must have a valid SCAC for each mode of service offered. In  
1086 other words, TSP assigned a surface freight forwarder SCAC may not use that  
1087 same SCAC to submit a tender for air freight forwarder service. At all times, TSP  
1088 shall ensure that any shipment moved, or any portion thereof, is transported  
1089 pursuant to proper and lawful operating authority required pursuant to 49 United  
1090 States Code, federal regulations, or other applicable authority.
- 1091 m. Equipment - (not applicable on modes K, L or M) Indicate the code for the type(s)  
1092 of equipment to be used on a specific tender (see Appendix A). Up to 16

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1093 equipment codes may be shown on a tender. Trailer-On Flatcar (TOFC)/Container  
1094 on Flatcar (COFC) TSPs will indicate the motor equipment provided. No rail  
1095 equipment codes shall be entered on the tender.

1096 n. Commodities:

1097 i. Select the applicable classification of commodity codes being used in the  
1098 tender.

1099 (1). National Motor Freight Classification (NMFC)

1100 (2). Uniform Freight Classification (UFC)

1101 (3). Department of Defense Unique Codes (DODUC)

1102 (4). Standard Transportation Commodity Codes (STCC)

1103 ii. Enter up to 16 commodities.

1104 iii. A Uniform Freight Classification (UFC) shall be utilized only if a STCC is not  
1105 available. National Motor Freight Classification (NMFC) shall be utilized for  
1106 motor shipments. Only one type classification tariff may be used on any single  
1107 tender. DODUC, however, may be used in conjunction with commodities  
1108 shown in either the STCC, NMFC or UFC.

1109 iv. List the classification numbers of all commodities to be moved under this  
1110 tender unless, as explained below, a DOD unique code has been assigned to  
1111 the commodity. When applicable, the STCC/NMFC/DOD Unique item sub  
1112 number contributing to the specific description shall be shown. TOFC/COFC  
1113 TSP will enter Rail STCC/DOD Unique commodity number(s)/code(s)  
1114 covering material to be transported. No exception to the commodity  
1115 description published in the classification shall be accepted.

1116 v. TSP may identify commodities individually by DOD Unique, NMFC, or STCC  
1117 (e.g. Aircraft Group: NMFC item 011760 or STCC item 3729990). If a TSP  
1118 elects to use a group heading, it will apply to all commodities listed under that  
1119 group heading, with no exceptions. If a TSP wishes to limit the application to  
1120 one or more individual commodities listed under a group heading, only the  
1121 DOD Unique code numbers(s), sub number(s), and descriptions(s) for those  
1122 individual commodities shall be entered in item 14.

1123 vi. Other than those commodities included in generic groups, such as FAK,  
1124 groups of commodities will not be accepted. Those commodities must be  
1125 listed individually (STCCs do not have group codes).

1126 vii. Freight All Kinds (FAK) consists of those commodities that TSPs offer to  
1127 transport at one inclusive rate or charge regardless of their classification rating  
1128 in the NMFC, STCC or UFC, or differing transportation characteristics. These  
1129 commodities are described in this publication. TSP filing FAK rates may not  
1130 restrict the application of such rates by imposing any further commodity,  
1131 density, or classification exclusions. The identification of one FAK

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- 1132 commodity code in a tender precludes the listing of any other FAK  
1133 commodity code in the same tender.
- 1134 **viii.** Because of the unusual transportation needs of DOD material, DOD unique  
1135 codes (see Appendix B) must be used in the Standard Tender of Freight  
1136 Services to describe the commodities listed. Released values shown for these  
1137 commodities have also been assigned by DOD and apply to movements by  
1138 both rail and other than rail. For explanation of the classification of  
1139 explosives, see 49 CFR, Part 173.50.
- 1140 **ix.** Direct Procurement Method (DPM) shipments of crated household goods and  
1141 unaccompanied baggage must move under 100251. Because the DPM  
1142 contractor's warehouse usually is not located at a military installation having  
1143 responsibility for DPM shipment, origin must not be a military installation but  
1144 should be either a City, State Section, or State.
- 1145 **o.** Released Value Rate - The following applies to the assignment of released  
1146 valuation (agreed level of liability assumed by the TSP in transporting a shipment  
1147 in the event of loss or damage) when shipments are moved via tenders. Any  
1148 conflict between this item and statements inserted by TSP in a DOD tender shall  
1149 be resolved by giving precedence to this guidance.
- 1150 **i.** In cases where the shipment has a released value, in the event of loss and/or  
1151 damage to a DOD shipment, amount recoverable shall be: (1) the applicable  
1152 released value (when stated in dollars and cents per pound in the Released  
1153 Value field of the tender) multiplied by the gross weight of the item; or (2) the  
1154 declared value of the vehicle(s) and/or item when stated on the BL; or (3) the  
1155 released value of the vehicle(s) identified in Tender section of this publication,  
1156 but no more than the loss or damage actually sustained in each incident stated  
1157 above.
- 1158 **ii.** No exceptions or changes may be made to released value assigned to DOD  
1159 unique commodity codes or released value assigned to commodities in either  
1160 the NMFC or STCC. In addition, release values cannot be applied to  
1161 perishable subsistence. TSPs using NMFCs must ensure that both proper item  
1162 and sub number containing desired released value amount are shown. Rail  
1163 TSPs must ensure that the proper item is shown. When commodity  
1164 descriptions include released value as described in this paragraph, no entries  
1165 shall be made. Except for provisions described in this paragraph, commodities  
1166 released in value may be published in the same tender with commodities not  
1167 released in value.
- 1168 **iii.** Except as otherwise provided in these instructions, tenders containing other  
1169 than DOD unique commodity descriptions for which no released value is  
1170 provided in the NMFC or STCC, shall be subject to full TSP liability, unless  
1171 the filing TSP completes the released value field. If a TSP wishes to limit its  
1172 liability by completing the released value field, in no event shall the amount  
1173 be less than \$2.50 per pound, or \$1.00 per pound for air shipments.



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1174           iv. For shipments containing crated HHG or personal effects commodity code  
1175           100251, described in Appendix D, TSP liability for lost and/or damaged cargo  
1176           see paragraph 1c of Transportation Service Provider Cargo Liability (LIE)  
1177           (pg. xx). When these commodities are identified, no entries shall be made in  
1178           the released value field. Except for provisions described in this paragraph,  
1179           commodities released in value may be published in the same tender with  
1180           commodities not released in value.
- 1181           v. Air tender released value for lost and/or damaged cargo (excluding crated  
1182           household goods and personal effects, i.e., commodity code 100251) shall not  
1183           exceed \$1.00 per pound per piece or \$100 per piece, whichever is greater, but  
1184           not to exceed actual value of articles lost or damaged plus the amount of  
1185           applicable transportation charges. Except for provisions described in this  
1186           paragraph, commodities released in value may be published in the same tender  
1187           with commodities not released in value.
- 1188           vi. When using driveway or towaway service, specific vehicles identified in the  
1189           motor section of this publication will always be subject to a released value not  
1190           exceeding \$20,000 for each vehicle in the shipment. When these commodities  
1191           are identified, no entries shall be made in the released value field.
- 1192           p. Parts of Standard Tender Included – Enter an “X” in the appropriate spaces to  
1193           indicate which sections (Section D, Section E, Section E-1, Section F, Section G,  
1194           Section H, Section I, Section J, Section K, Appendix A) are included in the  
1195           tender. In addition to the “X” in Section E space, TSPs will enter an “X” in the  
1196           space provided if either Table E (Rate Matrix) or Table F (Dromedary Service  
1197           Rate Matrix) is included in the tender. See paragraph C, 5, “General Information –  
1198           Tender Rate Sections D, E, G Through I” for conflicting rate sections.
- 1199           3. Section B - General Terms and Conditions
- 1200           a. Section B contains general terms and conditions which cannot be modified,  
1201           deleted, or otherwise altered by the TSP. In “Governing Publications,” TSP  
1202           tenders list this publication as the only governing publication. If a TSP lists  
1203           another governing publication in the tender submission, then the tender is subject  
1204           to removal as an improper tender.
- 1205           b. TSP must annotate the appropriate block(s) if the rates or charges in the tender  
1206           may be used to construct combination rates or proportional rates. If none of the  
1207           blocks are annotated, the rates and charges will not be used to construct  
1208           combination rates or proportional rates.
- 1209           4. Section C - Transportation Service Provider’s Offer and Instructions
- 1210           a. Enter Name, Title, Address, and Telephone Number of the authorized  
1211           representative. This must be a representatives authorized to answer question and  
1212           address tender errors if contacted by SDDC.
- 1213           ***TENDER RATE SECTIONS D, E & G THROUGH I - These sections are used to quote rates***  
1214           ***for transportation.***

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1215 1. General Information - Tender Rate Sections D, E & G Through I:

1216 a. Application of Rate Qualifiers: Rate qualifiers are two character codes that  
 1217 indicated the application of rates in a tender. Figure IV-2 below provides specific  
 1218 instructions each rate qualifiers use and formatting.

1219 **Figure IV-2: Application of Rate Qualifiers:**

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

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Rate Qualifier	Description	X12 Code	Section					Rate Quotation Left/Right (1)
			D	E-Table	E-1	G & H	I	
	10. When the PA, Per Container option is used the following Container Size options are available: PA1 – Container, 19 FT or Less; PA2 – Container, 20 FT PA3 – Container, 21-30 FT PA4 – Container, 31-39 FT PA5 – Container, 40 FT PA6 – Container, Over 40 FT  NOTE: In Section E, Table B, the fifth entry to the right of the decimal must be "0"							

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- b. To prevent the submission of duplicating or conflicting rates in the same tender, the following guidelines must be followed when submitting different rate sections in the same tender:
  - i. Section D - Interstate Point-to-Point Rates. May be submitted with either Section E or Section E-1, but not both.
  - ii. Section D - Intrastate Point-to-Point Rates. May be submitted with Section E (Intrastate Application Only). May not be submitted with Section E-1.
  - iii. Section E - Interstate Territorial Rates. May be submitted with Section D (Interstate Application Only). May not be used when submitting rates in Section E-1.
  - iv. Section E – Intrastate Territorial Rates. May be submitted with Section D (Intrastate). May not be submitted with Section E-1.
  - v. Section E-1 – State-to-State Rate Matrix. May be submitted with Section D (Interstate Application Only). May not be used when submitted rates in Section E.
  - vi. Section G – Point-to-Point Air Rates. May be submitted with Section H (Territorial Air Rates).
  - vii. Section H - Territorial Air Rates. May be submitted with Section G (Point to Point Air Rates).
- c. Construction of Origins and Destinations:
  - i. Service to all points in the CONUS shall be indicated by 9C in the first two positions of the SPLC field, followed in the location column by the narrative CONUS.
  - ii. Service to all points in SPLC regions shall be indicated by using the appropriate alpha-numeric code from the following list, followed in the location column by a narrative description:

<u>Regional Grouping</u>	<u>Code</u>	<u>Narrative Description</u>
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SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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

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

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<u>Zone</u>	<u>Code</u>	<u>Zone</u>	<u>Code</u>
Indiana, North Section	36Z	Wyoming, East Section	72Z
Indiana, South Section	37Z	Wyoming, West Section	73Z
Illinois, North Section	38Z	Colorado, East Section	74Z
Illinois, South Section	39Z	Colorado, West Section	75Z
North Carolina, East Section	40Z	Utah	76Z
North Carolina, West Section	41Z	New Mexico, East Section	77Z
Tennessee, East Section	42Z	New Mexico, West Section	78Z
Tennessee, West Section	43Z	Alaska, South Section	80Z
Georgia, North Section	45Z	Alaska, Central Section	81Z
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		

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1262 (5). Rates require a nine-digit SPLC for each specific origin and destination.  
1263 An alphabetical arrangement of sub-code locations is published in the  
1264 SPLC directory. Origins or destinations not found in the sub-code  
1265 locations shall be found in the motor TSP section of the SPLC directory.  
1266 Motor TSP codes are assigned a six-digit number and three zeroes shall be  
1267 added to the end of the six-digit code to establish the required nine-digit  
1268 SPLC. DOD installations and activities are assigned a specific nine-digit  
1269 SPLC. Do not use six-digit SPLCs with text description “Military  
1270 Facility.” Rail TSP will use the specific DOD installation nine-digit SPLC  
1271 when serviced either directly or through an interchange with a  
1272 Government railroad. Railhead SPLCs will not be used.

1273 (6). Tenders showing the SPLC of a city will apply to all DOD activities  
1274 within the city limits of the named city. If a TSP elects to serve only one  
1275 activity, the nine-digit SPLC of the activity must be used.

1276 (a). The alpha or numeric designation of the specific point or geographic area  
1277 (CONUS, Region, State, or Zone) will take precedence over the narrative  
1278 description in the location space.

1279 **d. Fractions**

1280 **i.** Fractions of a cent resulting from independently established rates, percentages  
1281 to the baseline class rates and minimum charges, and accessorial charges,  
1282 shown in this publication, shall be disposed of as follows:

1283 (1). Fractions of less than one-half of one cent shall be omitted.

1284 (2). Fractions equal to or greater than one-half of one cent shall be increased to  
1285 the next whole cent.

1286 **ii.** Fractions of a pound resulting from the application of a TSP's independently  
1287 established rates and accessorial charges shall be rounded to the next higher  
1288 pound.

1289 **e.** Deficit weight rating is a method of realizing cost savings by adding weight to a  
1290 shipment in order to achieve the lower rate from the next higher weight (or unit of  
1291 measure) bracket. The deficit weight rated cost is compared to the actual weight  
1292 rated cost and the lower of the two is used to determine freight charges. The DoD  
1293 will calculate freight charges by comparing the actual weight (or unit of measure)  
1294 rate calculation to the deficit weight (or unit of measure) rate calculation and will  
1295 apply the lower of the two. This freight charge calculation method will be applied  
1296 to shipments using tenders containing the following rate qualifiers:

1297 **i.** When a TSP creates a tender using:

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- 1298 (1). Section D, deficit costing applies to rate qualifiers:
- 1299 (a). BB, DH, PG, PH, ST
- 1300 (b). DL, PC, PL, PV; if more than one vehicle is requested
- 1301 (2). Section E
- 1302 (a). Table B
- 1303 (i). DH, DL, DZ, PG, PY, PZ:
- 1304 1. No if less than min weight
- 1305 2. Yes, if more than min weight
- 1306 3. No, if more than above highest weight bracket
- 1307 (ii). PH and PJ: Yes
- 1308 (b). Table C:
- 1309 (i). ST
- 1310 1. No if less than min weight
- 1311 2. Yes, if more than min weight
- 1312 3. No, if more than above highest weight bracket
- 1313 (c). Table D: PQ: Yes
- 1314 (d). Table E:
- 1315 (i). PC: No
- 1316 (ii). PG: (within mileage bracket only)
- 1317 1. No if less than min weight (5,000)
- 1318 2. Yes, if more than min weight (5,000)
- 1319 3. No, if more than above highest weight bracket (8,000)
- 1320 (iii). PH:
- 1321 1. No if less than min weight
- 1322 2. Yes, if more than min weight
- 1323 3. No, if more than above highest weight bracket
- 1324 (iv). PL: No
- 1325 (v). PY: (within mileage bracket only)
- 1326 1. No if less than min weight (5,000)

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1327 2. Yes, if more than min weight (5,000)
- 1328 3. No, if more than above highest weight bracket (8,000)
- 1329 (vi). PZ:
- 1330 1. No if less than min weight
- 1331 2. Yes, if more than min weight
- 1332 3. No, if more than above highest weight bracket
- 1333 (e). Table F:
- 1334 (vii). DH:
- 1335 1. No if less than min weight (2,500)
- 1336 2. Yes, if more than min weight (2,500)
- 1337 3. No, if more than above highest weight bracket (5,000). If
- 1338 service list includes EXC, cost at the highest weight bracket.
- 1339 (viii). DL: No
- 1340 (ix). DZ:
- 1341 1. No if less than min weight (2,500)
- 1342 2. Yes, if more than min weight (2,500)
- 1343 3. No, if more than above highest weight bracket (5,000). If
- 1344 service list includes EXC, cost at the highest weight bracket

1345 f. Deficit weight rating is calculated by replacing the rate within the actual weight (or

1346 unit of measure) bracket and the actual weight (or unit of measure), with the rate

1347 from the next higher bracket and the lowest weight (or unit of measure) within the

1348 range of that next higher bracket. Using a freight charge calculation example

1349 applying the Baseline Class-100 rate table (PQ rate qualifier), the deficit weight

1350 rate would be calculated as follows:

1351 i. An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall

1352 into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a

1353 baseline rate of 1308 cents per hundred pounds (cwt). The deficit rate

1354 calculation will use weight bracket (5000-9999) and mileage bracket (351-

1355 374) resulting in a deficit rate of 1142 cents per hundred pounds (cwt). The

1356 weight used for the deficit weight rating is 5000 pounds (the lowest weight

1357 from the next higher weight bracket range). The TSP rates are published in

1358 Section E, Table D, of the tender as a percentage of class. For this example

1359 we use 47 percent. This indicates that the TSP is offering to move this

1360 shipment at a rate which is 47 percent of the applicable baseline rate from the

1361 table. Using these shipment parameters, GFM automatically calculates the

1362 deficit weight charges as follows:



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1363 Actual Weight Rate:  $1308 \text{ cwt} \times .47(\%) = 615$  (614.76 rounded) cents per  
1364 100 lbs.

1365 Actual Weight Charge:  $615 \times 26.39$  (2,639 lbs/100) = 16,230 cents, or  
1366 \$162.30

1367 Deficit Weight Rate:  $1142 \text{ cwt} \times .47 (\%) = 537$  (536.74 rounded) cents  
1368 per 100 lbs.

1369 Deficit Weight Charge:  $537 \times 50$  (5000 lbs/100) = 26,850 cents, or  
1370 \$268.50

1371 ii. GFM will compare the deficit weight charge to the actual weight charge and  
1372 will apply the lower of the two charges.

1373 2. Section D. Point- to- Point Rates

1374 *This section is used to quote rates for transportation from, to, or between specific cities or*  
1375 *military installations.*

1376 a. Indicate the two-character code for the rate qualifier to be used in this section. Only  
1377 one rate qualifier may be used in each section. The weight/volume/quantity fields  
1378 of this section shall be used to show the minimum weight, volume, or quantity. If  
1379 the rate qualifier selected is PH or DH, show the minimum weight in pounds. If  
1380 the rate qualifier selected is PG, show the minimum volume in gallons. If the rate  
1381 qualifier is ST, PL, PC, DL, PV, or BB show the minimum quantity in number of  
1382 short tons, number of trailers, number of rail cars, number of dromedary loads,  
1383 number of vehicles, or number of barrels, respectively. Tank truck TSP can only  
1384 use rate qualifier PG in this Section. Rail TSP offering TOFC/COFC service may  
1385 use either rate qualifier PL or PH. Other restrictions that apply to rate qualifiers  
1386 are:

1387 i. PV: For vehicles including tank vehicles on rail flat, bi-level, and tri-level cars  
1388 or in motor driveaway or towaway service. (This applies to the number of  
1389 shipper's vehicles loaded on TSP equipment).

1390 ii. BB: For pipeline and water TSP only.

1391 iii. PG: For TSP of bulk liquid commodities, other than pipeline or water TSP.

1392 iv. PA: For Rail TSP only.

1393 b. Less-than-truckload (LTL) shipments may be included in this section and are  
1394 restricted to rate qualifier PH. Dromedary service TSP for LTL shipments will use  
1395 rate qualifiers DH and DL. TSP have the option of submitting LTL rates in  
1396 Section D, or in Table B or Table D (percent of class rates) of Section E  
1397 (Territorial Rates).

1398 c. The fields listed as Columns A, B, C, and D in minimum weight volume or  
1399 quantity will match the columns indicated in Rates in Section D. Examples of  
1400 how to use this section are as follows:

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1401 i. Minimum weight, volume, or quantity:

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

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1403 ii. Rates:

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

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1405 d. All minimum weights, volumes and quantities shall be listed in ascending order  
 1406 when more than one is used. Any minimum amounts shown on the tender shall be  
 1407 limited to the lawful weight, volumes and quantities for the type of equipment  
 1408 specified in Section A.

1409 e. TSP may use all eight columns and add pages as needed. For example, page 1 of  
 1410 Section D might show the minimum weights as follows: Column A: 000500;  
 1411 Column B: 002500; Column C: 005000; Column D: 010000 Column E: 012500;  
 1412 Column F: 015000; Column G: 020000; Column H: 025000. Minimums of less  
 1413 than 20,000 pounds shall be considered LTL and minimums of 20,000 pounds and  
 1414 greater shall be considered TL.

1415 f. Dromedary Service Only - No other type of equipment shall be shown in  
 1416 Equipment field of Section A. Four types of dromedary service are recognized  
 1417 (see Section B, II, Item 25, pg. 99 for definitions):

1418 i. Dromedary without mechanical restraining device equipment code AD, and  
 1419 Dromedary with mechanical restraining device equipment code AD6. If either  
 1420 of these services are offered on a per hundredweight per dromedary service  
 1421 shipment basis (rate qualifier DH), alternating rates between the lower and  
 1422 higher minimum weights of 2,500 and 5,000 must be used. TSP must enter  
 1423 002500 in Column A, and 005000 in Column B. Then both Columns A and B  
 1424 must be completed with the applicable rate for each minimum. If offering this

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1425 service on a per dromedary basis (Rate Qualifier DL), show minimum  
 1426 quantity of dromedaries. Column A must be 000001. No minimum weights  
 1427 may be entered. In Column A, the flat charge per dromedary service shipment  
 1428 shall be listed.

1429 ii. 410 dromedary without mechanical restraining device equipment code A10,  
 1430 and 410 dromedary with mechanical restraining devices equipment code A16  
 1431 shall be offered in the same manner explained in the paragraph above.  
 1432 Minimum weights shall be 7,500 and 10,000 pounds in lieu of the 2,500 and  
 1433 5,000 pounds for regular dromedaries.

1434 iii. Tender Use

1435 (1). Rate Qualifiers:

1436 (a). DH (Per Hundredweight Per Dromedary Service Shipment)

1437 (b). DL (Per Dromedary Service Shipment)

1438 (c). DZ (Per Hundredweight Per Mile Per Dromedary Service Shipment)

1439 iv. Tender Sections Authorized for Use - The chart which follows provides the  
 1440 information necessary for use of the Dromedary Service Equipment Types in  
 1441 preparation of a Standard Tender:

1442 (2). Section D (Column A and B)

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

1443 \*Equipment listed may be shown on the same tender as long as rates and  
 1444 provisions are the same for either type of equipment. No other type  
 1445 equipment may be included in tender.

1446 \*\* Rate must be lower, not same or higher, as minimum/mileage  
 1447 increases.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1448 \*\*\* Minimum quantities in number of dromedary service shipments, e.g.,  
1449 one dromedary service shipment would be stated as 000001, two as  
1450 000002, etc.

1451 (3). Section E, Table B or F (See also Section E, Territorial Rates for further  
1452 instructions.)

1453 (a). Rate Qualifier DH - same as DH above except mileage regression applies  
1454 in Table F.

1455 (b). Rate Qualifier DL - same as DL above except only 00001 (one  
1456 Dromedary) may be used. Enter in first column of Table F.

1457 (c). Rate Qualifier DZ - same as DH for these Tables

1458 g. Table of Rates

1459 i. All rates are to be regressive. A TSP may not offer the same rate or a higher rate  
1460 for a higher minimum weight, volume, or quantity. List rates or charges in  
1461 spaces provided for each pair of points for each service. TSPs choosing to  
1462 offer either same or varying rates or charges from origin up to three  
1463 destinations will enter applicable rate or charge in the appropriate column(s).

1464 ii. If service is offered from same origin to more than three destinations, origin  
1465 SPLC must be entered in each origin field provided in Section D. In other  
1466 words, a single page Section D submission can accommodate rates from one  
1467 origin to 15 destinations. The origin SPLC must be reentered in the second,  
1468 third, fourth, and fifth origin SPLC fields. If this structure is used, TSP  
1469 choosing to offer either the same or varying rates or charges from the origin to  
1470 all of the up to 15 destinations will enter that applicable rate under the  
1471 appropriate column(s) on the same line as each of the up to 15 destinations.

1472 iii. In appropriate columns, list rates or charges for the service offered as  
1473 described in paragraph c of this Section. Only “Per Gallon” and “Per Barrel”  
1474 rates may be quoted in fractions of a cent. Rates quoted in fractions of a cent  
1475 using any other rate qualifier shall be rejected. In the columns provided, rail  
1476 TSP may offer incentive rates when using qualifier PH (per hundredweight) or  
1477 PG (per gallon). Incentive rates will apply to freight loaded in the same rail  
1478 car and shall be applicable to any weights/gallons which are greater than the  
1479 highest minimum weight/gallon per rail car shown in paragraph c, Columns  
1480 A, B, C, or D. Rates must be lower than the per hundredweight or per gallon  
1481 rate applicable to the highest minimum weight/gallon per car shown in  
1482 paragraph c, and serves as an incentive for loading heavier weights/gallons on  
1483 rail cars. Procedures for completing incentive rates are the same as described  
1484 in the first two paragraphs of this item.

1485 h. Rail TSP has the option of entering route numbers in rail route column that  
1486 corresponds to route numbers listed in Appendix A. Rail TSP must ensure that  
1487 rates or charges for given origin/destination combinations are the same, regardless  
1488 of route traveled, for the same weight.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1489 3. Section E. Territorial Rates

1490 *This section provides instructions on rates from, to, or between geographic areas, or between*  
1491 *geographic areas and specific points.*

1492 a. Origins and Destinations.

1493 i. Section E is used for quoting rates to/from/between geographic locations  
1494 expressed in any of the four methods, CONUS, Regions, State, or Zone.  
1495 Although specific SPLCs may be used either for origins or destinations,  
1496 Section E is not applicable to point-to-point SPLCs.

1497 ii. Use of a code, which indicates a geographic area rather than a specific point,  
1498 implies service to all points in that area. TSP wishing to exclude certain  
1499 locations will list the SPLC in the “Exceptions SPLC” field.

1500 iii. Rail TSP also have the option of entering route numbers in the rail route  
1501 column that correspond with the rail route numbers listed in Appendix A. This  
1502 field is provided for the convenience of rail TSP.

1503 iv. When rail TSP offer territorial rates, which includes given point pairs, rail TSP  
1504 must ensure that rates or charges are the same, regardless of the route traveled,  
1505 for the same weight.

1506 b. If the service to be offered is to apply in both directions, annotate the “Between  
1507 Flag” field.

1508 c. TSP may exclude up to a maximum of 16 specific points from the territorial  
1509 application of Section E in each tender. Exclusions will only be shown on the first  
1510 page of Section E and will apply to the entire Section. Only points published in  
1511 the SPLC Directory may be excluded. When a city SPLC is used, the exclusion  
1512 applies to all DOD installations having the same first six digits followed by a  
1513 three-digit installation designator. In the spaces provided, the excluded nine-digit  
1514 SPLC and accompanying narrative locations must be shown. TSP must indicate  
1515 whether the points are excluded as origins and/or destinations by annotating  
1516 Origin and/or Destination fields.

1517 d. If multiple pages are required to express the territorial application in a tender, each  
1518 individual page of origins and destinations will stand alone for rate application. If,  
1519 for example, there are six pages (E-1 through E-6) of territorial applications, rates  
1520 will not apply from origins on page E-1 to and/or between destinations on any of  
1521 the other five pages.

1522 e. Rate Qualifier - See Figure IV-3, Application of Rate Qualifiers above. Only one  
1523 Rate Qualifier may be used in Section E of each tender. Limitations exist on  
1524 certain rate qualifiers. PG or PY are required for bulk liquid commodities, other  
1525 than pipeline or water TSP. PQ applies to both less-than-truckload and truckload  
1526 shipments. PJ rates apply only to vehicles on rail flat, bi-level, or tri-level cars, or  
1527 in driveaway or towaway service. DL, DH and DZ are subject to the specific  
1528 instructions shown for Tables B and F, below.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1529 i. When rate qualifiers DZ, PZ, or PY are used, the rate shall be expressed by up  
1530 to four numbers to the right of the decimal point, in fractions of a cent. Only  
1531 in rare instances would rates be equal to or greater than one whole cent.
- 1532 ii. Computation of per hundredweight per mile charges shall be performed in the  
1533 following manner. For example, assume a TSP offers a rate of 00.2650 cents  
1534 per hundredweight per mile on 43,231 pounds at a distance of 500 miles.  
1535 GFM will first convert this charge to a fraction of one dollar, or .00265 per  
1536 hundredweight per mile. Then the computation shall be  $43,231 \text{ pounds}/100 =$   
1537  $432.31 \text{ cwt. units}; 432.31 \text{ cwt. units} \times .00265 = \$1.1456215 \text{ per mile};$   
1538  $\$1.1456215 \text{ per mile} \times 500 \text{ miles} = \$572.81 \text{ charge. All per hundredweight}$   
1539  $\text{per mile, and per hundredweight per mile per dromedary service shipment}$   
1540  $\text{charges shall be computed in the same manner.}$
- 1541 iii. Computations of per gallon per mile shall be performed in the following  
1542 manner. For example, a "PY" rate (per gallon per mile) of .0365 cents per  
1543 gallon per mile, stated in Table B as 0.0365, or in Table E as 0.0365, would be  
1544 converted by GFM to .000365. Therefore, the charge on a shipment of 5,000  
1545 gallons moving 200 miles is computed as:  $.000365 \times 5,000 \text{ gallons} = \$1.8250$   
1546  $\text{per mile} \times 200 \text{ miles} = \$365.00. (\text{Rounding to the nearest whole cent will not}$   
1547  $\text{occur until total line-haul cost is computed.})$
- 1548 (1). When rate qualifier PG is used, TSP must express their rates as follows: If  
1549 rate is 5.25 cents per gallon, TSP would enter 0.0525 in Table B. In Table  
1550 E, the entry would be 0.0525.
- 1551 f. Rate Tables - Only one of the Rate Qualifiers authorized for each Table in Section  
1552 E may be used to quote rates for that Table in an individual tender. In addition,  
1553 only one type Table (A through F) may be used in an individual tender. Any  
1554 number of Tables A through D may be included, e.g., three Table B but not one  
1555 Table B and one Table C. Only one Table E or Table F may be used. In all Tables  
1556 all rates must regress, i.e., must not be the same or higher, from left to right as  
1557 minimum pounds/gallons/quantities increase. If using Table E, Rate Qualifier PY  
1558 or PZ, or Table F, Rate Qualifier DZ, rates must also regress as mileage blocks  
1559 increase. Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also  
1560 regress mileage blocks increase.
- 1561 i. TABLE A
- 1562 (1). Use Table A to publish a single rate and minimum charge (if desired) to  
1563 apply for Rate Qualifier PM or Rate Qualifier PJ.
- 1564 ii. TABLE B
- 1565 (1). Use this table to quote rates for Rate Qualifiers PJ, PH, PG, PZ, PY, DL,  
1566 DH, or DZ. Four minimum quantities (expressed in pounds, gallons, or  
1567 vehicles) may be used. Minimums for shipments weighing less than  
1568 10,000 pounds may be included, provided PH or PZ are used. If using PJ,  
1569 four minimum numbers of vehicles may also be shown. Tank truck TSP  
1570 may also use this table, but are restricted to the use of PG or PY. Only

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1571 rates for PZ, DZ, PY, and PG can be expressed in fractions of a cent. The  
1572 minimum quantity for DL shall be “1” shipment.

1573 (2). Charges for DL are the only charges that can use all four positions to the  
1574 left of the decimal point in the rate spaces. Offering dromedary rates and  
1575 service under this Table (i.e., Regular and 410 Dromedary Service) using  
1576 DH or DL shall be as prescribed in Section D of these instructions.  
1577 Offering dromedary service using DZ shall be as prescribed for PZ, except  
1578 that only two minimums may be used for DZ. A minimum charge may  
1579 only be submitted for PZ, DZ, PY, or PJ.

1580 (3). Minimum charge applicable to PJ rates under this Table will apply per  
1581 vehicle used rather than per vehicle moved. If two vehicles are moving on  
1582 a flat bed, the minimum charge is applicable to that flatbed (per vehicle  
1583 used), not to each of the two vehicles moved on the flat bed.

1584 (4). Rail TSP may offer incentive rates when using PH, PZ, PY, or PG.  
1585 Incentive rates will apply to freight loaded in the same rail car and shall be  
1586 applicable to any weight/gallons, which are greater than the highest  
1587 minimum weight/gallon shown in the table. Rates must be lower than the  
1588 per gallon rate, per hundredweight rate, per hundredweight per mile, or per  
1589 gallon per mile rate applicable to the highest minimum weight/gallon  
1590 shown and thus serve as an incentive for loading heavier weights on rail  
1591 cars.

1592 (5). Procedures for computing PZ, PY, and DZ charges are explained in  
1593 paragraph e of this section and these instructions must be followed in  
1594 order for the charges based on rates in this table to be accurate.

1595 (6). Up to eight minimum quantities are allowed in Table B. If this procedure  
1596 is followed and minimums of less than 20,000 pounds and 20,000 pounds  
1597 and greater are used, the minimums of 20,000 pounds and greater shall be  
1598 considered truckload minimums. One minimum charge will apply to all  
1599 minimum quantities if this procedure is used, and may only be used for  
1600 PY, PJ, PZ, and DZ.

1601 (7). Heavy haulers may restrict a minimum weight to one specific type of  
1602 equipment by submitting a tender with only that equipment code listed  
1603 Section A, Equipment field.

1604 **ii. TABLE C**

1605 (1). This table is used to quote rates for a minimum number or quantity of  
1606 short tons (2,000 pounds), Rate Qualifier ST. Three minimums may be  
1607 expressed.

1608 **iii. TABLE D**

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1609 (1). This table quotes rates as a percentage of the SDDC baseline Class 100  
1610 rates and minimum charges. Rate Qualifier “PQ” applies. Pricing under  
1611 this table is for shipments in all weight categories. In the minimum charge  
1612 block, TSP must enter an across-the-board percentage, which is above,  
1613 below, or equal to the minimum charges specified Class 100 Rates in this  
1614 section. TSP also have the option of entering in the block provided a  
1615 percentage which is above/below/equal to the baseline Class 100 rates for  
1616 either FAK or Specific NMFC or DOD Unique Commodities. Be sure to  
1617 show the applicable commodity codes in Section A, Commodity Code  
1618 field. Keep in mind that the words “Less Than Truckload” have no  
1619 application in Table D of Section E.

1620 iv. TABLE E

1621 (1). This table is used to quote rates for PC, PL, PH, PZ, PG, or PY in a matrix  
1622 format. When minimums are expressed in pounds, PH and PZ shall be  
1623 used. When minimums are expressed in gallons, PG and PY shall be used.  
1624 Tank truck TSP may use this Table, but are restricted to the use of PG or  
1625 PY. PC and PL do not require minimums. Mileages are indicated in four  
1626 columns next to weight fields that require completion.

1627 (2). Fields in Table E allows rail and motor TSP to offer flat charges  
1628 regardless of the weight of shipment. No other rate qualifier can be used in  
1629 conjunction with this Table. Each rate qualifier has its own designated rate  
1630 table format. Rail TSP when offering TOFC/COFC service, have the  
1631 option of using motor rate qualifiers PH, PZ or PL. Tank truck TSP  
1632 offering equipment code AT2 (Tank over 8,000 gallons) will use the 8,000  
1633 gallon column.

1634 (3). Procedures for computing charges for Rate Qualifiers PZ and PY are  
1635 explained above in paragraph e of this section and must be followed in  
1636 order for charges to be accurate.

1637 (4). Rate Qualifier PH rates shall be expressed in whole dollars and cents. For  
1638 example, if a TSP offers a rate of 01.5000 (\$1.50) per hundredweight on  
1639 43,231 pounds at a distance of 500 miles (distant bracket 451-500), the  
1640 computation shall be:  $43,231 \text{ pounds} / 100 = 432.31 \text{ cwt units}$ ,  $432.31 \text{ cwt}$   
1641  $\text{units} \times 1.50 = \$648.47 \text{ charge}$ .

1642 (5). Minimum weight, gallon or mileage columns will not be altered. TSP are  
1643 free to provide rates for any or all minimums, limited only by their ability  
1644 to perform. TSP must ensure rates are provided in every field, from the  
1645 lowest to the highest mileage bracket, covered in tender’s territorial  
1646 application. For example, if service is offered from VA to MD, the  
1647 mileage bracket reflecting the maximum possible distance between points  
1648 in these two states must be completed. Rates must be included for the  
1649 same minimum columns on each mileage line used. Per hundredweight  
1650 rates cannot be stated in fractions of cents.



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1651 (6). Rail TSP may offer incentive rates when using Rate Qualifiers PH, PZ, PY  
1652 or PG. Incentive rates will apply to freight loaded in the same rail car and  
1653 shall be applicable to any weight/gallon greater than the highest minimum  
1654 weight/gallon shown in the Table. Rates must be lower than rate  
1655 applicable to highest minimum weight/gallon shown.

### 1656 v. TABLE F

1657 (1). This table will only be used for dromedary service expressed on a  
1658 territorial basis. Offering dromedary service, rates, and minimum weights  
1659 (i.e., Regular and 410 Dromedary Service) shall be as indicated in Section  
1660 D. No change to mileage is permitted. Procedures for computing charges  
1661 for Rate Qualifier DZ is explained in paragraph e in this Section must be  
1662 followed. TSP must ensure rates or charges are provided in every field,  
1663 from lowest to highest mileage bracket, to the extent of the tender's  
1664 territorial application. For example, if service is offered under this Table  
1665 from PA to MD, mileage reflecting the maximum possible distance  
1666 between points in these two states must be completed. Rates must be  
1667 included for same minimum columns on each mileage line used.

### 1668 4. Section E-1 State To State Rate Matrix (Interstate only)

1669 a. This section contains a matrix for expressing rates, from and to states and/or state  
1670 zones. Rates will only apply from Origins listed in the "FROM" portion across the  
1671 top, to destinations listed in the "TO" portion along the left hand side.

1672 b. Only rates for PM and PZ may be used in Section E-1. Indicate in the space  
1673 provided whether PM or PZ is being used. Only rates for PZ may be expressed as  
1674 a fraction of a cent. The procedure for computing PZ charges is explained in the  
1675 previous section in paragraph e of these instructions and must be followed.

1676 c. Minimum charge may be indicated in field provided. Only one minimum charge  
1677 per tender shall be allowed.

1678 d. Rate Qualifier PZ requires a minimum weight. Indicate applicable minimum  
1679 weight in field provided. Only one minimum weight per tender shall be allowed.  
1680 Do not include a minimum weight if PM is used.

### 1681 e. The Matrix

1682 i. List origins in the top row of the matrix designated "FROM." List destinations  
1683 in the left-hand column designated "TO." List only one origin in each  
1684 "FROM" field and only one destination in each "TO" field. TSP have the  
1685 option of using states or zones. TSP cannot quote rates for an entire state and  
1686 individual zones within the state in the same matrix. To identify states, use  
1687 appropriate two-letter USPS Standard State Abbreviation. To identify zones,  
1688 use only appropriate alpha-numeric code.

1689 ii. List rates from or to points by entering rate in block where the column headed  
1690 by the applicable "From" point and the row headed by applicable "TO" point  
1691 intersect.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1692 f. Format allows up to sixteen exception SPLCs from Section E-1. Only points that  
1693 are assigned SPLCs may be excluded. When a city SPLC is used, exception  
1694 applies to all DOD installations having the same first six digits followed by a  
1695 three-digit installation designator. To exclude a point, enter nine-digit DOD  
1696 Installation SPLC or nine-digit city SPLC and narrative description of the point in  
1697 “SPLC” and “LOCATION” fields. Annotate whether exception is origin,  
1698 destination or both.

1699 5. Section G Point to Point Domestic Air Rates

1700 *This section applies to domestic voluntary and negotiated air tenders.*

1701 a. Shipments in Section G and Section H apply to over 150 pounds for shipments  
1702 within the CONUS and over 300 pounds for shipments involving Alaska and  
1703 Hawaii.

1704 b. This section is used to quote rates for air transportation from, to, or between  
1705 specific cities, military installations or airport to airport. Rates from, to, or  
1706 between geographic areas, or between geographic areas and specific points shall  
1707 be quoted in Section H.

1708 c. Indicate the level of service, which is applicable for this tender by placing one, two,  
1709 three, four, or all five of the levels. Definitions of the levels; Priority Service  
1710 (SG), Overnight Service (D1), Second Day Service (D2), Deferred Service (D3),  
1711 and Extended Service (AE) shall be found in Appendix E.

1712 d. Indicate type of service applicable for this tender by annotating the appropriate  
1713 block for AA- Airport To Airport or DD- Door To Door.

1714 e. Origins and Destinations. Since this section only applies from, to or between  
1715 specific points or airports, enter nine digit SPLC in the “Origin SPLC” column for  
1716 origin installation or airport. Enter the nine digit SPLC of the destination in the  
1717 “Destination SPLC” column and if the service applies in either direction, annotate  
1718 the “Between Flag” field. If service is offered from same origin to more than three  
1719 destinations at the same level of rates, the origin SPLC must be entered in each  
1720 origin field provided in Section G. In other words, a single page Section G  
1721 submission can accommodate rates from one origin SPLC field or more than one  
1722 original SPLC to as many as 15 destinations as long as the rates are the same from  
1723 and to all points.

1724 f. Table of Point to Point Rates. All rates in this table shall be shown in dollars and  
1725 cents and apply per hundredweight starting at a weight of 151 pounds. Any  
1726 shipment less than 151 pounds must move under the NGDS small package  
1727 contract provisions of Section I of the applicable tender. Place the rate in dollars  
1728 and cents per 100 pounds for each weight break underneath the applicable level of  
1729 service. Rates must regress from the highest to the lowest level of service and  
1730 from the lowest to the highest weight break. Each level of service indicated on the  
1731 previous page must contain at least one rate.

1732 6. Section H Territorial Air Rates

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1733 *This section applies to domestic voluntary and negotiated air tenders.*

- 1734 a. Shipments in Section G and Section H apply to weights in excess of 150 pounds.
- 1735 b. This section is used for quoting rates from, to, or between broad geographic  
1736 locations. Although specific SPLCs may be used for either origins or destinations,  
1737 rates quoted in this Section will not be used for shipments from a specific SPLC  
1738 origin to a specific SPLC destination.
- 1739 c. Indicate the level of service, which is applicable for this tender by annotating one,  
1740 two, three, four, or all five of the levels. Definitions of the levels SG, D1, D2, D3  
1741 and AE shall be found in Appendix E.
- 1742 d. Type of service for this section is always Door To Door (DD).
- 1743 e. Origins and Destinations.
- 1744 i. Section H is used for quoting rates to/from/between geographic locations  
1745 expressed in any of the five methods, CONUS, USA, Regions (excluding  
1746 Region 0), State, or Zone. Although specific SPLCs may be used either for  
1747 origins or destinations, Section H is not applicable to point-to-point SPLCs.  
1748 See Section H Territorial Air Rates Matrix (A) for further explanation.
- 1749 ii. The alpha or numeric designation of the specific point or geographic area  
1750 (CONUS, Region, State, or Zone) will take precedence over the narrative  
1751 description in the location space.
- 1752 f. If service to be offered applies in both directions, annotate the “Between Flag”  
1753 field.
- 1754 g. TSP may exclude up to a maximum of six specific points from the territorial  
1755 application of Section H in each tender. Only points assigned a SPLC in the SPLC  
1756 Directory may be excluded. When a city SPLC is used, exclusion applies to all  
1757 DOD Installations having the same first six digits followed by a three-digit  
1758 installation designator. TSP must indicate whether the points are excluded as  
1759 origins and/or destinations annotating the origin or destination field.
- 1760 i. When more than one page of Section H, Territorial Locations, is included in a  
1761 tender, TSP are still limited to a maximum of six origin and/or destination  
1762 SPLC exclusions in each tender. Exclusions will only be shown on the first  
1763 page of Section H and will apply to the entire Section.
- 1764 ii. If multiple pages are required to express territorial application in a tender, each  
1765 individual page of origins and destinations will stand alone for rate  
1766 application. If, for example, there are six pages (H-1 through H-6) of  
1767 territorial applications, rates will not apply from origins on page H-1 to and/or  
1768 between destinations on any of the other five pages.
- 1769 h. Section H Territorial Domestic Air Rates Matrix
- 1770 i. This matrix contains the regions and zones, which must be used when showing  
1771 rates in section H of a tender. These regions are hard wired into the GFM

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1772 system and may not be changed. The regions are the same as shown in the  
 1773 NMF 102 SPLC, with elimination of Alaska and Hawaii from region 8. This  
 1774 page will always remain the same with the regions and the zones remaining  
 1775 the same.

1776 ii. Regions are made up of specific states, which include all SPLC codes within  
 1777 each state. First determine the regions for all origins; installation, city, state,  
 1778 region 9C (CONUS), or USA (all US States plus the District of Columbia),  
 1779 which is the Service Area. Determine the regions for all destinations.

1780 iii. Match the origin regions with the destinations regions on the zone matrix to  
 1781 determine the zones, which will apply on the tender.

1782 iv. Examples:

1783 (1). Origins

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

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1785 (2). Destinations

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

1786

<u>Origin region</u>	<u>Destination region</u>	<u>Correct zone</u>
Region 1	Region 4	-c-
Region 1	Region 7	-d-
Region 1	Region 8	-e-
Region 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-

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<u>Origin region</u>	<u>Destination region</u>	<u>Correct zone</u>
Region 5	Region 7	-b-
Region 5	Region 8	-c-
Region 5	Region 10	-g-
Region 8	Region 11	-l-
Region 11	Region 8	-m-

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

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1791

1792

(b). If the origin is US and the destination is US, this would include all regions 1-8, 10, and 11, therefore all zones A through M would be used.

1793

i. Section H Territorial Air Rates, Rate Tables

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i. This item contains four rate tables to be used for quoting rates in section H Territorial Air Rates. There is a separate table for each level of service, which was selected in Section H; Table H-1, SG; Table H-2, D1; Table H-3, D2; Table H-4, D3; and Table H-5, AED6DF. All domestic rates are PH and weight breaks start at 151 pounds for regions 1-8, and 301 pounds for regions 10 and 11. All international rates are LB and weight breaks start at 301 pounds. For weights less than 151 pounds, see Section I.

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

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7. Section I – International Air Rates

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

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a. This section contains rates on small packages weighing from 1 to 150 pounds which have a movement via air, apply between all points in the Continental United States (CONUS) and apply on a Door-To-Door (DD) basis.

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b. Rates can only be submitted for CONUS to CONUS movement. This section cannot be altered to a specific point of origin or destination.

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c. The rates in this section are published in dollars and cents per shipment.

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

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1. General Information - Security and Accessorial Services Section F

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1819 a. Quotation of charges for security and accessorial services shall be expressed as a  
 1820 flat charge, a per mile charge, a per hundredweight charge, a per hour charge, or a  
 1821 per barrel charge, as described in this publication. Each service is defined in this  
 1822 publication and provides an American National Standards Institute (ANSI) code  
 1823 to be used in this section of the tender. Pipeline TSP will use Section F-3. To  
 1824 simplify the submission of these services, the optional standard alpha/numeric  
 1825 codes taken from this publication shall be entered in disciplined “Service” fields  
 1826 in Section F. Any service provided must be in accordance with the definition  
 1827 contained in the rules publication.

1828 b. Section F is divided into three items.

1829 i. F-1 deals exclusively with Protective Security Services.

1830 ii. F-2 deals with Accessorial Services.

1831 iii. F-3 for pipeline Accessorial Services.

1832 c. When completing Section F, a TSP must list in alphabetical order services and  
 1833 charges separately on indicated pages and in no instance will F-1, F-2 or F-3 be  
 1834 combined on the same page.

1835 d. When quoting security and/or accessorial service charges, a TSP must publish  
 1836 charges for mileage and/or weight listed in the rule, which are necessary to cover  
 1837 the territorial application of line-haul rates governed by the rule.

1838 e. TSPs have the option to furnish services described in an individual accessorial  
 1839 service rule without charge. Rail TSP have the option to furnish protective  
 1840 security services without charge (See Section C, IV in this publication). To  
 1841 implement this action, enter in Section F the ANSI code for that service in  
 1842 “SERVICE” field and fill all fields to immediate right under “CHARGE” and  
 1843 “MINIMUM/MAXIMUM CHARGE” columns with zeroes.

1844 EXAMPLE: Stop-off in Transit (SOC)

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

1845

1846 f. Some services require entry of minimum weights in the accessorial service section  
 1847 of the tender format. Minimum weights shall be listed under the  
 1848 “MINIMUM/MAXIMUM CHARGE” field with leading zeroes and decimal  
 1849 disregarded.

1850 g. Certain rules (e.g., Redelivery, Item 63) have a maximum charge in addition to  
 1851 minimum charges. When assessing maximum charges, maximum charge code  
 1852 shall be entered under the “SERVICE” field followed by the maximum charge  
 1853 under the “MINIMUM CHARGE/WT” field in the same manner described for  
 1854 minimum charges in the paragraph above.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

1855 h. TSP should offer only security and/or accessorial services they are authorized and  
1856 able to provide. TSP intending to offer transportation protective services are  
1857 directed to Section A, part II, paragraph B of this publication.

1858 *Note: Broker, Freight forwarders, and logistics companies, refer to Part II, Paragraph B.5 for*  
1859 *prohibitions on providing TPS.*

1860 **NON STANDARD RATES SECTION J** - *This section is reserved for HQ SDDC 500,000*  
1861 *series negotiated solicitation tender use only.*

1862 1. General Information - Non Standard Rates Section J

1863 a. For questions or inquiries contact HQ SDDC Special Requirements Branch at 618-  
1864 220-4513 or send email to [usarmy.scott.sddc.mbx.negotiations-team@army.mil](mailto:usarmy.scott.sddc.mbx.negotiations-team@army.mil) .

1865 **APPENDIX A AND B**

1866 1. **APPENDIX A RAIL ROUTES** - *This appendix is used to list rail routes for joint-line*  
1867 *applications.*

1868 a. General Information - Appendix A Rail Routes

1869 i. Rail TSPs will ensure rail routes are shown on BL.

1870 ii. Submission of this appendix is optional. If used, a TSP shall list for each route  
1871 only those TSPs who have agreed to participate in service at rates offered.

1872 iii. Route numbers assigned in this appendix should correspond to  
1873 origins/destinations shown in Section D and/or Section E.

1874 2. **APPENDIX B** - This appendix is used when the tender requires more telephone  
1875 numbers, tender cancellations and/or commodities than the fields in Section A allow  
1876 for the items.

1877 a. General Information - Appendix B (Telephone Numbers, Tender Cancellations and  
1878 Commodities)

1879 i. Please consult the application item for application and requirements. The  
1880 complete definition and use of the appendix may be found in the publication  
1881 on:

1882 (1). Telephone numbers reference paragraph 2.b of this section.

1883 (2). Tender Cancellations reference paragraph 2.f of this section.

1884 (3). Commodities reference paragraph 2.n.ii of this section.

1885 **CLASS 100 RATES**

1886 *The rates and charges shown in this section are established at a Class 100 baseline level. This*  
1887 *is not to be construed, in any way, as the setting of rates or charges by SDDC. TSP must*  
1888 *independently establish their own levels of rates and charges on less than 20,000 pounds and*  
1889 *20,000 pounds or greater shipments of FAK or specific class-rates commodities by utilizing the*  
1890 *percentage of class provisions in the DOD tender.*

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Check the appropriate “Classification used” field. (If the tender applies only to commodities covered by the DOD-unique codes and descriptions shown in Appendix B of this publication, check the appropriate field). Then indicate, either by classification number or description, the articles that rates shown in Table D of Section E will apply.
	15	If the rates offered in Table D is based on a released value, read Part IV, Section A, Paragraph 14-Released Value in this section, before completing this item.
	16	Place an X in the “Section E” field.
B		TSP must enter this publication as the governing publication.
E	1	Enter the territorial SPLC codes and locations from which the rates and charges in Table D will apply.
	2	Enter the territorial SPLC codes and locations to which the rates in Table D will apply.
	3	If the rates in Table D is applied between the territorial locations specified in Items 1 and 2, an “X” must be entered in this field.
	5	Select Rate Qualifier “PQ”. Tables A, B, and C may not be used to show percent of class rates-but alternatively, TSP may select a different Rate Qualifier (“PH” or “PZ”) and use Table B to express a rate not related to percent of class rates.
	6	<u>Table D.</u> All TSP utilizing this table must enter in the “Minimum Charges” field a percentage above, below, or equal to the baseline minimum charges shown in Paragraph 7 of this publication, which they wish to be applied to the movements covered by the tender. If a TSP is offering rates to apply on movements of FAK (as defined in ITEMS 39, 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 7 must be entered in the “Freight All Kinds” (FAK) field.
		<u>Table D.</u> If a TSP is offering rates on specific commodities, the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 7 must be shown in the “Specific NMFC or DOD Unique Commodities” field. A TSP may offer rates on FAK and specific commodities in the same tender, provided that the codes and descriptions for both FAK and the specific commodities covered are listed in Item 14, Section A of the tender.



SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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2. Examples.

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

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
A	14	Since FAK is covered by the DOD Unique codes and descriptions shown in the motor section of this publication, the “DOD Unique” field would be checked. Enter “999912” under “Number” column and “Freight All Kinds” or “FAK” under the “Description” column, and include the released value as part of the commodity description.
	15	Do not make any entry in the RELEASED VALUE box or in the four-position field.
	16	Place an “X” in the “Section E” field.
B		Enter “MFTURP-1” as the governing publication in the fields provided.
E	1	Enter “9C” in the first two positions of the first field of the SPLC column. Enter “CONUS” or Continental U.S.” in the first field of the “LOCATION” column.
	2	Enter “9C” in the first two positions of the first field of the SPLC column. Enter “CONUS” or “Continental U.S.” in the first field of the “LOCATION” column.
	3	Enter an “X” in the BETWEEN field.
	5	Enter “PQ” (for percent of class) in the RATE QUALIFIER field.
	6	<p><u>Table D.</u>                      “Minimum Charges” field: Fill in the field with the appropriate percentage of the baseline minimum charges shown in this section. For example, if the TSP wishes to access the same minimum charges shown in this publication, this field would be completed as follows:</p> <p>Minimum Charges: <u>1 0 0</u> Percent</p> <p>If the TSP wished to charge only 80 percent of the baseline minimum charges shown in this publication, this field would be completed as follows:</p> <p>Minimum Charges: <u>0 8 0</u> Percent</p>

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

<u>Section</u>	<u>Item</u>	<u>Instructions</u>
		<p>“Freight All Kinds (FAK)” field: Fill in the three fields on this line with the percentage above, below, or equal to the level of Class 100 baseline rates, shown in paragraph 7 of this section, that the TSP selects to base its FAK rates on. For example, if the TSP decides to charge 125 percent of the Class 100 baseline rates, these fields would be completed as follows:</p> <p>Freight All Kinds (FAK): <u>1</u> <u>2</u> <u>5</u> Percent of Class 100 Rates.</p> <p>If the TSP decides to charge 50 percent of the Class 100 baseline rates, the field would be completed as follows:</p> <p>Freight All Kinds (FAK): <u>0</u> <u>5</u> <u>0</u> Percent of Class 100 Rates.</p> <p>NOTE: Only whole percentages may be shown in Table D, and all positions of each field used must be completed. This means that all one-digit figures must be preceded by two zeroes, and all two-digit figures must be preceded by one zero.</p>
F	1-2	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.

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

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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3. 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.
4. Class 100 Rates Explanation. The Class 100 baseline rates and minimum charges have been constructed by SDDC. It is suggested the TSP filing tenders based on Rate Qualifier “PQ” construct individual tenders according to the territorial applications of the various motor rate bureaus. Filing in this manner will permit the TSP to protect appropriate LTL and TL class rate levels in various bureau territories.
5. Rating Multiple Shipments. All shipments tendered to one TSP on one calendar day by one consignor consigned to the same consignee at the same delivery site shall be considered as one shipment for rating purposes. To receive the benefit of reduced charges applicable to multiple shipments, shipper shall cross-reference the bills of lading of individual shipments to a single bill of lading, or further identify all multiple shipments tendered to the same TSP on one calendar day which are consigned to the same consignee at the same delivery site.
6. Minimum weights of 20,000 pounds and greater are considered TL minimums.
7. Baseline Class 100 Rates in Cents Per Hundred Pounds. To use the below table, follow this example: An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt). The TSP rates are published in Section E, Table D, of the tender as a percentage of class e.g., 47

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

**1929** percent. This indicates that the TSP is offering to move this shipment at a rate, which  
**1930** is 47 percent of the applicable baseline rate. Using these shipment parameters, GFM  
**1931** automatically calculates the charges as follows:

**1932** 1308 cwt X .47 (%) = 615 (614.76 rounded) X 26.39 (2,639 lbs./100) = \$162.30 1784

**1933** (16229.85/100 rounded)

**1934**

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

1935

1936 **V. CARRIER PERFORMANCE AND EVALUATION PROGRAM**  
 1937 **(CPEP)**

1938

**A. GENERAL**

1939

1. 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.

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

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*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.*

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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:

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- a. **N1 – Excusable Refusal** - Occurs when the TSP declines a non-Automation of Transportation Request (ATR) shipment within one hour of offer, or if a TSP declines any FAK shipment that is to be picked up in less than 24 hours or any TPS shipment that has to be picked up in less than 48 hours. Also used for ATR shipments when shipping activities fail to contact a TSP for shipment award within one hour of offer closing. For shipping activities using the auto-award process in ATR, the system may not generate an automatic notification to TSPs indicating whether or not they were awarded the load. However, immediately after the offer’s closing, the screen in ATR will change status to “Awarded” for TSPs that have been automatically awarded the load. It is the TSPs responsibility to monitor their shipment offer status.

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

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- c. **N3 - Low Cost Not Used In Order To Use Carrier Onsite** - Example includes a TSP that just unloaded freight at an installation and is available to take an outbound load. This is for loads departing origin within the next 24 hours only;

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## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 1980 reporter must enter a valid explanation in the “Remarks” block when using this  
1981 code.
- 1982 **d. N4 - Traffic Distribution** - Example includes if a shipper had two or more loads  
1983 going from the same origin to the same destination on the same day. The shipper  
1984 distributes the two or more loads among two or more TSPs. Reporter must enter a  
1985 valid explanation in the “Remarks” block when using this code. This code cannot  
1986 be used with shipments requiring one conveyance.
- 1987 **e. N5 - Required Small Business Selection** - When small business selection is a  
1988 requirement in a contract.
- 1989 **f. N6 - Contract Requires Specific Requested Mode** - When a contract requires a  
1990 specific mode/equipment.
- 1991 **g. N7 - Lower Cost TSP Not Used Due To Past Performance: Loss/Damage** -  
1992 When a shipper has documented proof (via a TDR, CPM incident, or other  
1993 acceptable documentation) of previous loss or damage by a specific TSP.
- 1994 **h. N8 - Lower Cost TSP Not Used Due To Past Performance: Transit Time** -  
1995 When a shipper has documented proof (via a TDR, CPM incident, or other  
1996 acceptable documentation) of a TSP that either has exceeded standard transit  
1997 times as stated in the DTR Chapter 202 Tables 202-2/202-3 (DoD Standard  
1998 Transit Time Guide) or delivered after the RDD (NOTE: standard transit time is  
1999 the default; if a shipper decides to put an RDD on a BL that exceeds standard  
2000 transit time, the Standard Transit Time Guide overrules that).
- 2001 **i. N9 - Lower Cost TSP Not Used Due To Past Performance: No-shows** - When a  
2002 shipper has documented proof (via a TDR, CPM incident, or other acceptable  
2003 documentation) of previous no-shows by a specific TSP.
- 2004 **j. NA - Lower Cost TSP Not Used Due To Past Performance: Mechanical**  
2005 **failures** - When a shipper has documented proof (via a TDR, CPM incident, or  
2006 other acceptable documentation) of trends in mechanical breakdowns of the same  
2007 vehicle/piece of equipment by a specific TSP.
- 2008 **k. NC - Carrier Not Used Due To Multi-Equipment Requirement** - When the  
2009 same TSP must haul a combination load and more than one BL with the same  
2010 origin and destination is used. Examples include: AA&E or shipments requiring  
2011 segregation provisions IAW the 49 CFR and/or DoD regulations, or other TPS  
2012 shipments that would necessitate the combination of more than one type of  
2013 equipment.
- 2014 **l. ND - Low Cost Carrier Not Used Due To Mission Requirements/Convenience**  
2015 **Of The Government** - When a situation dictates a specific TSP must be selected  
2016 for the shipment. Reporter must enter a valid explanation in the “Remarks” block  
2017 when using this code. Contact SDDC/USTRANSCOM for further guidance.
- 2018 2. Service Failure (“F” code) incidents are used to document incidents where TSPs fail to  
2019 meet service elements and standards, and may result in further carrier performance  
2020 action by shipping activities or SDDC/USTRANSCOM. All “F” code incidents must

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2021 have valid remarks entered by the reporter to explain and justify the reason for the  
2022 service failure. Remarks will paint a clear picture to shipping activities, TSPs and  
2023 SDDC/USTRANSCOM of the nature of the incident, personnel involved, and  
2024 specific actions that resulted in the CPM incident. Failure to justify a CPM service  
2025 failure incident may render that incident unusable towards the identification of trends  
2026 or follow-on actions taken against a TSP. TSPs have the ability to view incidents and  
2027 leave remarks. “F” codes with examples are as follows:

### 2028 **a. F1 - Shipment Refusal**

2029 i. Used for tendered non-ATR shipments when a TSP fails to accept or decline a  
2030 shipment within one hour of offer. Shipments must be offered at least 24  
2031 hours in advance or 48 hours when TPS is required. A Transportation Officer  
2032 (TO) can specify a shorter response time for high - priority shipments, but  
2033 cannot charge a TSP with a refusal if the TSP declines the shipment.

2034 ii. When a TSP accepts a shipment using the ATR process and then refuses the  
2035 shipment when contacted within one hour of the ATR offer closing, the TSP  
2036 will be issued a FK Commitment Withdrawal. If a TSP accepts a shipment  
2037 using the ATR process and is subsequently automatically awarded the load by  
2038 the system within an hour after that offer's closing (as indicated by the  
2039 "Awarded" status in ATR), the TSP is expected to follow through with that  
2040 acceptance when the shipping activity contacts the TSP to make  
2041 arrangements. The shipping activity must contact the TSP within 4 hours of  
2042 the spot bid or ATR-automatic award to make arrangements. TSPs that fail to  
2043 follow through with their acceptance when the shipping activity makes contact  
2044 for final arrangements will be issued an FK Commitment Withdrawal.

2045 **b. F2 - Improper or Inadequate Equipment** - When a TSP arrives at origin with  
2046 equipment different from what the shipper ordered and no equipment substitutions  
2047 had been agreed upon by shipper and TSP prior to arrival. Code may also be used  
2048 when a TSP arrives for pickup or delivery with unsafe equipment (e.g.; brake or  
2049 head lights inoperable; holes in the trailer bed; bald or tread bare tires; mechanical  
2050 failure; missing chains for tie down to rail car; etc.). TSPs must provide safe  
2051 transportation equipment IAW Federal Motor Carrier Safety Regulations.  
2052 Violations of 49 CFR Subparts A thru I (parts, accessories, and safe operation)  
2053 and 396 CFR (equipment inspection, repair, and maintenance) are included.

2054 **c. F3 - TSP Unable to Meet Service Requirements** - Examples include, but are not  
2055 limited to: TPS drivers that do not have adequate security clearance or have had  
2056 driving privileges on military installations revoked; drivers that fail to meet  
2057 general qualifications as defined in 49 CFR Part 391, Subpart B § 391.11 (e.g.,  
2058 can read and speak the English language sufficiently to converse with the general  
2059 public, to understand highway traffic signs and signals in the English language, to  
2060 respond to official inquiries, and to make entries on reports and records); and/or  
2061 when a TSP fails to acquire the proper permits for the cargo being transported.



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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- d. F4 - Failure to pick up at Origin as Scheduled** - When a TSP fails to report to origin at the agreed-upon time and place as scheduled with the TO. This includes no-shows as well as pickups where the TSP is late without prior coordination.
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- e. F5 - TSP Failed to Meet DDD/RDD** - When a TSP fails to deliver by the RDD as shown on the BL. Shippers cannot charge a TSP hauling non-sensitive/general cargo or FAK with failure to meet RDD if they did not annotate a proper date on the BL consistent with the DTR Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide). However, as applied to AA&E shipments, TPS cargo must be delivered IAW the standard transit time or the RDD, whichever is shortest. This is consistent with the “Explosive Safety Rule” in DoD Directive 6055.9E, i.e. minimum exposure rules for explosives.
- 2073  
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- f. F6 - Time-In-Transit** - When a TSP fails to follow standard transit times as defined in the DTR Chapter 202 Tables 202-2/202-3 (DoD Standard Transit Time Guide). Each BL is considered a shipment regardless of the number of pieces or TCNs moving under the BL or the number of delivery points. Receiving activities must report excessive transit time to shipping activities so any necessary action can be taken against the TSP.
- 2079  
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- g. F7 - Failure to Provide Protective Service** - When a TSP fails to provide SNS, DCS, or any other Protective Service as annotated on the BL and defined in the DTR 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.
- 2084  
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- h. F8 - Failure to Provide Signature and Tally Record** - When a TSP fails to properly annotate and provide a DD Form 1907, Signature and Tally Record, as required on the BL for the cargo being transported.
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- i. F9 - Mishandling Freight** - Transloading of DoD vehicles is prohibited. Once DoD vehicles and/or equipment is tied down or otherwise secured in place on the conveyance, the TSP may not move the vehicles or equipment without consent of the shipper. In the event of an emergency, transloads and other response actions must be coordinated with the shipper or owning military service. DTTS can assist with coordination between these parties if needed for loads requiring the SNS accessorial. Other examples include, but are not limited to: damaged or missing transportation seals; improper loading, packing, blocking, or bracing; improper conduct at an installation; improper tie down or protection of cargo; and/or improper use of intermodal services.
- 2097  
2098  
2099
- j. FA - Loss or Damage** - When a TSP is responsible for loss or damage of cargo. Failure to settle loss and damage claims IAW the DTR Part II Chapter 211 is also included. A TDR must be issued IAW DTR Part II Chapter 210.
- 2100  
2101
- k. FB - Improper Routing** - When a TSP fails to follow DOT-authorized routes for the cargo they are transporting.
- 2102  
2103
- l. FC - Use of Bad Language, Offensive Behavior** - Examples include, but are not limited to, drivers or any TSP representatives that harass or use abusive language

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2104 or lewd behavior towards or in the presence of DoD representatives. Any  
2105 documented incident involving the use of intemperate, vulgar, or abusive  
2106 language; drug or alcohol abuse; or engagement in offensive conduct may result  
2107 in a TSP being placed in immediate non-use status or a recommendation to  
2108 SDDC/USTRANSCOM for disqualification.
- 2109 **m. FD - Nonpayment of Just Debts** - Failure to pay just debts or complaints from  
2110 subcontractors that the TSP failed to pay for services contracted or otherwise  
2111 demonstrates lack of financial responsibility and may subject Government  
2112 shipments to actual and/or potential delay, frustration, seizure or detention.
- 2113 **n. FE - Falsification of a Syncada Delivery** - Used when a TSP changes the status  
2114 of a shipment to “delivered” in the TPPS prior to delivering the freight.
- 2115 **o. FF - Double Brokering** - When a TSP brokers freight to a carrier who then  
2116 brokers the freight to another carrier. Double brokering is not authorized. Brokers  
2117 awarded DoD freight are responsible to ensure that its underlying TSP(s) handle  
2118 and deliver freight without the underlying TSP contracting the use of additional  
2119 TSPs and brokers. General Commodity carriers are not allowed to act in the  
2120 capacity of a broker. General Commodity TSPs awarded DoD freight are required  
2121 to utilize organic assets/fleet to transport cargo. This policy prevents cargo loss  
2122 and maximizes in transit visibility. Shippers at the origin shipping activity or  
2123 within their AOR that have determined a broker has double brokered a shipment,  
2124 may place a broker in immediate non-use for up to 90 days. Brokers that have  
2125 failed to rectify their double brokering problem with the shipper may be placed in  
2126 non-use for an additional 90 days.
- 2127 **p. FG - Drug/Alcohol/Firearm Abuse** - Examples include a driver that arrives  
2128 intoxicated or under the influence of drugs. TSPs will be placed in immediate  
2129 non-use for such incidents, and may not charge for vehicle furnished not used.
- 2130 **q. FH - Theft- TSP Responsible** - When a TSP is responsible for the theft of DoD  
2131 cargo. A TDR must be issued IAW DTR Part II Chapter 210
- 2132 **r. FJ - Shortage – TSP Responsible** - When a TSP is responsible for the shortage of  
2133 DoD cargo. A TDR must be issued IAW DTR Part II Chapter 210.
- 2134 **s. FK - Commitment Withdrawal** - When a TSP responds to an ATR offer as able  
2135 to accept the load, and then declines at time of award or prior to pick up; or if the  
2136 selected TSP is unreachable after a reasonable amount of attempts by the shipper.  
2137 Shippers cannot charge a TSP with Commitment Withdrawal if they fail to  
2138 contact/award the TSP within one hour of ATR offer closing, or if systems using  
2139 the auto-award process fail to show the offer status as “Awarded” in ATR.  
2140 Reporter must annotate the date and time ATR offer closed and the date and time  
2141 they contacted the TSP to award the load in the Remarks block of the incident.
- 2142 **t. FL - Unauthorized Load/Broker Board Posting** - When a TSP posts shipment  
2143 information to any type of load/broker board with payment information prior to  
2144 having been awarded that load by the shipper. Only TSPs with proper authority

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2145 from DOT may post to load/broker boards; no TPS loads (to include 675  
2146 Signature & Tally service) may be posted.
- 2147 **u. FM - Shipment Refusal- Spot Bid** - When a TSP bids on a shipment via Spot Bid  
2148 on the Web, then declines the shipment when the shipper calls to award the load.  
2149 A TSP that submits a bid is assumed to be ready, willing, and able to perform the  
2150 transportation as stated in the bid. Shippers cannot charge a TSP with Shipment  
2151 Refusal- Spot Bid if they fail to contact the TSP within four hours of bid closing.  
2152 The shipping activity must contact the TSP within four hours of the spot bid or  
2153 ATR-automatic award to make arrangements. Shipment refusal may result in  
2154 immediate nonuse.
- 2155 **v. FN – Shipment Refusal – Negotiation** - When a TSP bids on a SDDC-negotiated  
2156 shipment, and then declines the shipment when the shipper calls to award the  
2157 load. A TSP that submits a negotiation is assumed to be ready, willing, and able to  
2158 perform the transportation as stated in the negotiation. Shippers cannot charge a  
2159 TSP with Shipment Refusal- Negotiation if they fail to contact the TSP within 24  
2160 hours after receiving rates from the SDDC Negotiations team. Shipment refusal  
2161 may result in immediate nonuse.
- 2162 **w. FP - Other Service Failure** - Other service failures not covered in the codes  
2163 above or below. Contact SDDC G3 Carrier Performance at  
2164 [usarmy.scott.sddc.mbx.carrier-performance@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-performance@army.mil) and for air carriers,  
2165 contact USTRANSCOM at [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).
- 2166 **x. FQ - Failure to pick up at origin on scheduled date** - When a TSP fails to report  
2167 to origin at the agreed-upon date as scheduled with the TO. This includes no-  
2168 shows as well as pickups where the TSP is late without prior coordination. This  
2169 code is used primarily for Contract-specific shipments.
- 2170 **y. FR - Failure to pick up at origin on scheduled time** - When a TSP fails to report  
2171 to origin at the agreed-upon time as scheduled with the TO. This includes no-  
2172 shows as well as pickups where the TSP is late without prior coordination. This  
2173 code is used primarily for Contract-specific shipments.
- 2174 **z. FS - Failure to deliver at destination on scheduled date** - When a TSP fails to  
2175 report to destination at the agreed-upon date as scheduled with the TO. This code  
2176 is used primarily for Contract-specific shipments.
- 2177 **aa. FT - Failure to deliver at destination on scheduled time** - When a TSP fails to  
2178 report to destination at the agreed-upon time as scheduled with the TO. This code  
2179 is used primarily for Contract-specific shipments.
- 2180 **3. HQ SDDC personnel enter “G” code incidents where TSPs fail to meet additional**  
2181 **service elements and standards which may result in further carrier performance**  
2182 **action. These codes are primarily used for TPS shipments that require SNS by the**  
2183 **DTTS. Incidents using these codes may only be entered in CPM by HQ SDDC**  
2184 **personnel. “G” codes with examples are as follows:**
- 2185 **a. G1 – Reserved for Future Use.**

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- 2186 **b. G2 – Reserved for Future Use**
- 2187 **c. G3 - DTTS Related Failure: Trailer Tracking (DCS) - Trailer Tracking (DCS):**
- 2188 Examples include trends in false “Untethered” and/or “Door Open” alerts, failure
- 2189 to register DCS-equipped trailers with DTTS prior to use, and failure to provide
- 2190 DCS when required.
- 2191 **d. G4 - DTTS Related Failure: Satellite Motor Surveillance (SNS) - Examples**
- 2192 include failure to register SNS unit with DTTS prior to use, failure to
- 2193 enable/disable, lost signal, and failure to provide SNS when required.
- 2194 **e. G5 - DTTS Related Failure: Incorrect Messages - When TSP driver(s) fail to**
- 2195 send correct SNS codes IAW the MFTURP-1, Item 111 (pg. 140).
- 2196 **f. G6 - DTTS Related Failure: Breakdown - When a TSP vehicle carrying a SNS**
- 2197 shipment experiences mechanical failure. Mechanical failure is defined as any
- 2198 condition of the conveyance or related equipment that requires repair or
- 2199 replacement of parts while in transit).
- 2200 **g. G7 - Reserved for Future Use.**
- 2201 **h. G8 - DTTS Related Failure: Other - Any DTTS-related service failure not**
- 2202 covered in the codes above.
- 2203 **i. G9 - CSA Score(s) Above Standard - This may apply to any TSP registered with**
- 2204 the DoD, and may only be used as an indicator of safety performance.
- 2205 **j. GA - DTTS failure: Transit Time Exceeded**
- 2206 **k. GB - DTTS failure: Exceeded 2 Hour Stop (SRC I, II, PSS) or 4 Hour Stop (SRC**
- 2207 III, IV) (exclude exceptions for weather or other force majeure conditions)
- 2208 **l. GC - DTTS failure: Exceeded 100 Hour Rule (military secure holding facilities)**
- 2209 **m. GD - DTTS failure: Problem with dispatcher Call Back**
- 2210 **n. GG - DTTS failure: Unapproved Equipment Charge**
- 2211 **o. GT – Reserved for Future Updates**
- 2212 **p. GU - DTTS failure: Use of Unauthorized Facility/Location**
- 2213 **q. GV - DTTS failure: Failure to Report (Reportable) Incident to DTTS. Refer to**
- 2214 CFR 49
- 2215 **r. GX - DTTS failure: Parking with Explosives in Populated Area**
- 2216 **4. Standards used by TOs are outlined in the chart below:**
- 2217

Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
F1 Shipment Refusal	3	FF Double Brokering	1

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

Service Failure Table of Penalties			
Service Failure	Tier	Service Failure	Tier
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		

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

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

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- 2238 6. SDDC will conduct quarterly reviews to monitor and evaluate TSP performance  
 2239 nationwide. The enterprise performance standard will be 90% and is calculated by  
 2240 comparing shipments to service failures entered into CPM. As an example, a TSP  
 2241 with 20 awarded shipments for the quarter and two service failures would be at the  
 2242 90th percentile. LOCs, LOWs and/or non-use actions will be issued each quarter as  
 2243 outlined below:

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

- 2244 7. USTRANSCOM will routinely monitor and evaluate commercial air TSP performance  
 2245 and will use a LOW, LOC, or non-use as necessary.  
 2246
- 2247 8. Evaluations will be based on a continuous four quarter cycle. TSPs will have the  
 2248 ability to appeal SDDC decisions and/or present their case during a Transportation  
 2249 Review Board (TRB) in situations where disqualification is considered. Note SDDC  
 2250 reserves the right to place TSPs in nonuse and/or disqualification outside the table for  
 2251 egregious one-time incidents. TSPs are encouraged to actively review their  
 2252 performance in CPM and remedy the cause of any failures. TSPs are also reminded  
 2253 to annotate their remarks of reported incidents in CPM as both shipper and TSP  
 2254 remarks are important as SDDC uses them to adjudicate disagreements.
- 2255 9. TSPs should not contest service failures and associated shipper actions directly with  
 2256 SDDC without first attempting to resolve the alleged service failure/action with the  
 2257 responsible shipper. Shippers and TSPs should address issues with SDDC when  
 2258 parties cannot come to an agreement.

2259 **C. TSP NOTIFICATIONS**

- 2260 1. Letter of Concern (LOC). A LOC may be issued by SDDC for TSP performance  
 2261 issue(s) or trends determined as not meeting minimum performance standards. A  
 2262 LOC gives the TSP an opportunity to take corrective action prior to  
 2263 SDDC/USTRANSCOM issuing an LOW or Non-Use action. A LOC may be issued  
 2264 based on the following incidents including, but not limited to: minor infractions;  
 2265 possible concerns raised by the DoD community; or downward trends in TSP’s  
 2266 performance (i.e., rising numbers of service failures throughout the DoD enterprise).

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2267 2. LOW. A LOW is issued by a TO or by SDDC/USTRANSCOM to a TSP for  
2268 unacceptable performance. A LOW serves as notice to a TSP that if violations or  
2269 performance problems continue, non-use action may follow. The LOW may request  
2270 the TSP provide additional information on the incident for review. LOWs may  
2271 precede a notice of non-use, but are not required for serious infractions resulting in  
2272 non-use action.
- 2273 3. Letter of Non-Use. Non-use or disqualification action may be taken for specific  
2274 Incidents of unsatisfactory service or failure to perform, or a record or trend of  
2275 unsatisfactory service or failure to perform IAW the terms of negotiated agreements,  
2276 tariffs, tenders of service, or BLs, service agreements, governing  
2277 SDDC/USTRANSCOM rules publications, or other similar arrangements. With the  
2278 use of CPM/CPM Web Services, non-use action can be from specified BLOCs or  
2279 SPLCs and can be narrowed down to non-use for shipments requiring specified  
2280 Accessorial Services. A Letter of Non-Use will advise TSPs of the period of non-use,  
2281 the reinstatement date, and of appeal procedures. A shipper may place a TSP in local  
2282 non-use for up to 90 days for shipments originating from their activity AOR followed  
2283 by a 90-day probationary period. While under probation, any additional service  
2284 failures can result in additional non-use action.
- 2285 4. Disapproval from the Freight Carrier Registration Program (FCRP) may be taken by  
2286 SDDC against individuals and affiliates of a TSP(s) for conduct or action which is  
2287 inappropriate, unethical, or violates any provision of DOT or SDDC regulations and  
2288 policies. In severe cases, SDDC may conduct Transportation Review Boards (TRBs)  
2289 per guidance in SDDC Regulation 15-1, Procedure for Disqualifying and Placing  
2290 Transportation Service Providers (TSP) in Non-Use. TRBs are used to determine if  
2291 further non-use action or disqualification is necessary. Disqualification is the act by  
2292 HQ SDDC of excluding a TSP or TSP employee from participating in DoD  
2293 transportation programs. Only SDDC/USTRANSCOM has disqualification authority.  
2294 Disqualification may be taken by SDDC/USTRANSCOM as a result of no or  
2295 insufficient response on a non-use action and/or a result of FAK TRB or A&E TRB  
2296 hearing findings and determination. Disqualification action may be taken  
2297 independently by SDDC/USTRANSCOM, or a TO may request  
2298 SDDC/USTRANSCOM disqualify a TSP, if a TSP or its representative commits a  
2299 violation that is so egregious that the TO believes it warrants a disqualification action.  
2300 Refer to SDDC Regulation 15-1 for further information.
- 2301 5. Reporting timeframes. Service failures need be entered into CPM within 15 days from  
2302 the date of the alleged incident. LOC, LOW and non-use actions need to be initiated  
2303 within 20 days from date of the latest service failure.

### 2304 **D. TSP APPEAL:**

- 2305 1. A TSP may appeal a non-use action in writing to the office that initiated the non-use  
2306 action within 15 calendar days. Offices that initiated non-use action will respond to  
2307 any appeals from TSP within seven business days.
- 2308 2. If the appeal is denied, the TSP may appeal those decisions via e-mail or United States  
2309 Postal Service Registered Mail to the further appeal authority which is determined by



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2310 the level of the office that initiated the action-- either the installation CDR,  
2311 USTRANSCOM or SDDC's Chief, Domestic Carrier Management Branch. The  
2312 appeal authority may be based on the severity of the TSP's infraction.

2313 3. If the shipper selects the installation CDR as the further appeal authority and the  
2314 installation CDR denies the appeal, the TSP may appeal those decisions to SDDC's  
2315 Carrier Performance Branch, except when the TSP is an air carrier, the appeal will  
2316 reside with USTRANSCOM. SDDC and USTRANSCOM are the final appeal  
2317 authorities. Appeals must be received via email or USPS registered mail.

2318 4. It is the responsibility of each TSP to review their performance data in CPM.  
2319 Comments from both the shipping activity and the TSP contribute greatly to the CPM  
2320 data appeal adjudication process. TSPs are able to leave comments in the Remarks  
2321 block of a CPM incident, and are encouraged to contact the reporter/shipper that  
2322 wrote up the incident when disputing individual service failures. Shipping activities  
2323 will respond to disputes from TSPs regarding specific CPM incidents within seven  
2324 business days.

2325 5. SDDC/USTRANSCOM will review appeals only if the TSP has done their due  
2326 diligence in resolving incident issues at the local level first. If appealing to SDDC,  
2327 forward appeal to: [usarmy.scott.sddc.mbx.carrier-performance@army.mil](mailto:usarmy.scott.sddc.mbx.carrier-performance@army.mil) or SDDC,  
2328 Chief, Special Requirements Branch, 1 Soldier Way, Building 1900W Scott AFB, IL  
2329 62225-5006. For air TSP, submit appeals to email address  
2330 [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil).

2331 6. Shipping activities or SDDC may resolve incidents in CPM if errors with incident  
2332 recording have occurred or following a successful appeal from a TSP.

## 2333 VI. TERMS AND CONDITIONS APPLICABLE TO ALL MODES

2334 1. This part provides terms, conditions and services that are common to TSP of all modes  
2335 of transportation.

### 2336 A. ADVANCING CHARGES (045)

2337 1. TSPs shall advance, for subsequent collection from the Government, the lawful  
2338 charges incurred for pier, wharf, or stevedore service; for custom house and in bond  
2339 service; and for special bonds or tolls required by state or other governmental  
2340 authority for transportation of a shipment, which because of its size, shape, weight, or  
2341 hazard requires such bonds or tolls for movement over the streets or highways.

2342 2. TSP will identify charges listed above which require reimbursement on the BL or EDI  
2343 transaction submitted via TPPS. The TSP will retain valid receipts and any other  
2344 documentary evidence to support these claims for three (3) years.

2345 a. The charge for advancing monies shall be 045(1) \$\_\_\_\_\_ per advance.

### 2346 B. TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES



SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2347 1. Surface TSPs providing protective services compatible with each other shall be paid
- 2348 for both services. TSPs providing protective services incompatible with each other
- 2349 shall be paid only for the most expensive service. Air TSPs see Section F.

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

2350  
2351  
2352

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

- 2353 1. For the purpose of promoting safety, expediting transportation, and delivering
- 2354 shipments of explosives and other dangerous articles, the military services may
- 2355 extend any technical assistance and aid considered necessary in connection with
- 2356 moving, salvage, demolition, neutralization, or other disposition of such Government-
- 2357 owned shipments being transported or stored by TSP.
  
- 2358 2. Upon a TSP’s request for assistance by government, government employees may be
- 2359 provided in unusual or emergency circumstances for the benefit of the TSP. However,
- 2360 the TSP may be held financially responsible for all actual costs and expenses incurred
- 2361 by DoD (including salaries and wages paid by DoD) that inure to the benefit of the
- 2362 TSP. DoD personnel act and perform in these instances as government employees in
- 2363 an advisory capacity to directly benefit the TSP. DoD personnel assigned to assist
- 2364 TSP will retain their status as employees of the United States Government and, as
- 2365 such, are entitled to all of the benefits afforded U.S. government employees as
- 2366 provided by law. In no event shall DoD recognize or submit to any action for property
- 2367 damage in connection with such assistance furnished by DoD employees, when actual
- 2368 labor supervision or other services are performed at the TSP’s request. It is not the
- 2369 intention of this provision that DoD employees compete with private industry where
- 2370 services can be readily provided by the private sector.
  
- 2371 3. Disqualification may be taken by SDDC/USTRANSCOM as a result of no or
- 2372 insufficient response on a non-use action and/or a result of FAK TRB or A&E TRB
- 2373 hearing findings and determination. When a TSP requests DoD personnel provide
- 2374 assistance, the TO will prepare a self- addressed letter in the form of a request for
- 2375 DoD service that must be signed by an authorized representative of the TSP. The
- 2376 letter will state that the TSP acknowledges responsibility for performance of the
- 2377 services requested from DoD, and that performance of the services by DoD personnel
- 2378 does not relieve the TSP of liability. When assistance is provided under emergency
- 2379 conditions, where a delay might contribute to further hardships or possible disaster,
- 2380 the letter shall be prepared and signed after the service is performed.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

2381 4. Collection of payments for services rendered under this item shall be in accordance  
2382 with user charges of the DoD Financial Management Regulations.

2383 5. A TSP will not be billed or held responsible for any service performed by DoD  
2384 personnel not specifically requested by the TSP.

2385 6. Motor TSP will find a suitable Secure Holding Installation/Activity from the  
2386 Transportation Facility Guide (TFG). However, during an emergency, the TSP can  
2387 coordinate with SDDC DTTS for assistance accessing a Secure Holding  
2388 Installation/Activity.

### 2389 **D. NON-APPLICABLE CHARGES/ TRANSPORTATION SERVICE** 2390 **PROVIDER LIABILITY**

2391 1. The TSP shall not charge any detention, demurrage or storage charges against any  
2392 DoD sponsored shipment when the delay is caused by acts or omissions beyond DoD,  
2393 its contractors, or its agents' control.

2394 2. Freight shall be delivered in the same condition as received at origin. Any damage or  
2395 loss shall be the responsibility of the TSP unless due to *force majeure*.

2396 3. Shortages in outturn, undue delays, mis-deliveries, damage or loss of cargo arising or  
2397 resulting from factors stated above, will not be held against the TSP.

2398 4. Rail TSPs shall be subject to full liability as provided in Title 49, Subtitle IV, part A,  
2399 Section 11707 of the USC, Annotated (USCA), except where the shipment is released  
2400 at an agreed upon value based upon a released rate as noted on the BL.

### 2401 **E. TRANSPORTATION SERVICE PROVIDER CARGO LIABILITY** 2402 **(LIE)**

2403 *The cargo liability guidance set forth below shall apply to motor TSP. For all other*  
2404 *modes, see Released Value paragraph in Part IV, Completing a SDDC 364-R Tender in*  
2405 *this section.*

2406 1. Freight All Kinds (FAK)—Except Crated Household Goods (HHG) or personal  
2407 effects:

2408 a. For all FAK shipments as defined in Items 39, 41, 43, and 45 (see Appendix D [pg.  
2409 260] for further definition of FAK) weighing less than 15,000 pounds, TSP  
2410 liability for lost and/or damaged cargo shall be limited to \$50,000 or the actual  
2411 amount of the loss and/or damage to the article(s), whichever is less. TSP will  
2412 provide increased liability coverage for LIE (1) \$\_\_\_\_\_ for each \$100 increase  
2413 in loss and/or damaged cargo liability over the maximum liability.

2414 b. For all FAK shipments weighing 15,000 pounds or more, TSP liability for lost  
2415 and/or damaged cargo shall be limited to \$150,000 or the actual amount of the  
2416 loss and/or damage to the cargo, whichever is less. TSP will provide increased  
2417 liability coverage for LIE (2) \$\_\_\_\_\_ for each \$100 increase in loss and/or  
2418 damaged cargo liability over the maximum liability.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2419 c. For all FAK shipments containing crated HHG or personal effects commodity code  
2420 100251, as described in Appendix D, TSP liability for lost and/or damaged cargo  
2421 is \$7,500 per shipment, or \$6.00 times the net weight of the household goods  
2422 shipment or, the gross weight of the unaccompanied baggage shipment, not to  
2423 exceed \$75,000, whichever is greater. Under the new FRV program, the TSP shall  
2424 be liable for the full replacement value of HHG and personal effects transported  
2425 as FAK.
- 2426 2. FAK shipments governed by this publication are subject only to the released liabilities  
2427 stated above.
- 2428 3. Seventy-two (72) hours' notice shall be given to the TSP prior to expected pick-up  
2429 date for shipments that require additional cargo liability insurance.

### 2430 **F. MODE SUBSTITUTION**

- 2431 1. Multi-modal service is transportation of a shipment by a mode (motor, rail, air, water)  
2432 other than that used to pick up the shipment. This service is to be provided at the  
2433 option of the TSP, with prior TO concurrence, when multi-modal service is necessary  
2434 due to circumstances set forth in paragraph 2 below. However, in no event shall any  
2435 TSP be permitted under this provision to utilize multi-modal service that will:
- 2436 a. Result in additional charges to the government;
- 2437 b. Be used to procure any person or company that does not have lawful operating  
2438 authority for the mode selected, or.
- 2439 c. Operate to reduce or eliminate the level of liability of the TSP under the original  
2440 terms and conditions of the BL.
- 2441 2. TSP shall be permitted to substitute trucks for other modes of shipment when  
2442 situations such as severe weather, mechanical failure, or other causes exist that are  
2443 beyond the shipper's or TSP's control. The TSP shall remain primarily liable for any  
2444 loss or damage to the shipment. In no event may motor TSP, freight forwarders, rail  
2445 TSP, or water TSP utilize multi-modal service in order to avoid application of the  
2446 Carmack Amendment or the terms and conditions set forth on the BL, or to otherwise  
2447 circumvent the legal requirement that all TSP have proper operating authority for the  
2448 shipment or the leg of the shipment at issue.
- 2449 3. Multi-modal service may not be used for DoD shipments when:
- 2450 a. The shipment contains transportation protective services (TPS);
- 2451 b. The "VIA" space on the BL has been annotated: "Multi-modal service not to be  
2452 used."  
2453

### 2454 **G. STOP-OFF IN TRANSIT (SOC)**

- 2455 1. Stop-off in transit service (SOC) can consist of up to three stops between origin and  
2456 destination. Stop-off service will apply only on shipments subject to truckload rates.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2457 2. Charges
- 2458 a. Line-haul:
- 2459 i. When rate qualifiers are based on weight or volume (e.g. PG, PH, ST), the line-
- 2460 haul charges in Section D or Tables B or C in Section E of the DoD tender,
- 2461 shall be based on the actual or minimum weight or volume (whichever is
- 2462 greater) applying from point of origin to final destination, subject to the
- 2463 excess mileage charge described in subparagraph 2.a.iv below for out-of-route
- 2464 mileage.
- 2465 ii. When rate qualifiers are based on distance (e.g. PM), and the mileage through
- 2466 the stop-off point(s) exceeds the direct mileage from origin to destination, the
- 2467 line-haul charges shall be based on applicable mileage from point of origin via
- 2468 the stop-off point(s) to final destination.
- 2469 iii. When rate qualifiers are based on both (i) weight, volume or other
- 2470 measurement unit, and (ii) distance (e.g. PJ, PY, PQ, PZ), the line-haul
- 2471 charges shall be based on the actual or minimum weight, volume or other
- 2472 measurement unit (whichever is greater), and the applicable mileage from
- 2473 point of origin via the stop-off point(s) to final destination.
- 2474 iv. When line-haul charges are determined under any of the following:
- 2475 (4). Paragraph 2.a.i above.
- 2476 (5). Rate Qualifiers DL, PL or PV in Section D of the DoD tender.
- 2477 (6). Qualifier DL in Table B of Section E of the DoD tender and the applicable
- 2478 mileage from point of origin via the stop-off point(s) exceeds the direct
- 2479 applicable mileage from origin to destination, all excess mileage shall be
- 2480 subject to an added charge of SOC(1) \$ \_\_\_\_\_ per mile.
- 2481
- 2482 b. Charges. The charge for stop-off service shall be SOC(2) \$ \_\_\_\_\_ for each stop,
- 2483 excluding the initial pickup and final delivery.
- 2484 c. For multiple deliveries on the same installation/facility, Split Delivery (SDL)
- 2485 charges apply. See Item 71 (pg. 119).

### 2486 **H. RECONSIGNMENT OR DIVERSION (RCC)**

- 2487 1. Reconsignment or Diversion service shall be provided by the TSP subject to the
- 2488 following:
- 2489 a. Reconsignment and Diversion are considered similar terms, and the use of either
- 2490 term will mean change in the place of delivery exceeding 25 miles of the original
- 2491 consignee/destination.
- 2492 b. Only entire shipments may be reconsigned.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2493 i. TSP will charge RCC (1) \$ \_\_\_\_\_ per shipment when changed from original  
2494 consignee/ destination. TSP will also be entitled to the applicable published  
2495 accessorial and line-haul rates from origin to new destination via the  
2496 interception point. Assessment of line haul minimum charges shall be based  
2497 on actual total miles travelled from origin via intercept point to new  
2498 destination.
- 2499 ii. Rates shall be negotiated when TSP do not have an applicable tender on file to  
2500 or from the interception point.
- 2501 iii. Shipments not exceeding 25 miles are entitled to Relocation (RLS) Item 67  
2502 (pg. 118).
- 2503 2. Payment of all charges for Reconsignment/Diversion shall be the responsibility of the  
2504 requestor.
- 2505 3. When a shipper or consignee refuses, rejects, or requests a shipment be returned to  
2506 origin, return movement shall be subject to rate of original inbound movement or to  
2507 the rate applicable for return movements, whichever is less. TSP will obtain a BL  
2508 from the party requesting return. Charge for returned freight shall be applicable to  
2509 return/refusal/rejected shipment rate of RCC (2) \$ \_\_\_\_\_. Returning a shipment  
2510 to the point of origin will not be interpreted as a continuous movement. For air  
2511 shipments see item 475.
- 2512 4. For tank truck, the TSP shall receive a minimum return charge subject to a minimum  
2513 of half the amount (in gallons) that was transported.
- 2514 5. Time waiting for return paperwork after expiration of free time is considered  
2515 unloading time and subject to detention charges.

### 2516 **I. STORAGE (SRG)**

- 2517 1. DoD freight that is held in possession of the TSP by reason of an act or omission of the  
2518 consignor, consignee or owner, or for customs clearance or inspection or for any  
2519 reason not the fault of the TSP, shall be considered stored, subject to the following  
2520 conditions and charges. Storage applies to the time frame between pickup of DoD  
2521 freight at origin is complete and before unloading starts at destination. Refer to Item  
2522 21 for information regarding free time for loading/unloading and detention charges.
- 2523 a. Freight that arrives to the consignee's offloading location and within the  
2524 consignee's official offloading hours, but is not offloaded prior to the end of the  
2525 consignee's official offloading hours is considered stored. Freight that has not  
2526 arrived to the consignee's location before the published offloading hours is  
2527 considered in-transit and not subject to storage charges. Storage charges on  
2528 freight in TSP's possession awaiting offload shall begin at the end of the  
2529 consignee's official offloading hours and will remain in storage status until  
2530 offloaded. The TSP will provide written notification to the consignee the freight  
2531 is in storage. Additional documentation may be required to establish storage  
2532 charges.

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2533  
2534
- b.** Storage charges for freight with Transportation Protective Services (TPS) requiring secure holding are granted under the following conditions:
- 2535  
2536
- i.** TSPs must conform to the consignee’s TFG delivery instructions. TSPs must meet DoD standard transit time or RDD (whichever is shorter).
- 2537  
2538
- ii.** TSP forced to stop in secure holding after shipment pickup due to consignee unable, or unavailable to offload on the anticipated arrival day.
- 2539  
2540  
2541  
2542
- (1). TSP’s anticipated arrival at destination must be based on continuous movement of the shipment. Shipments that must stop in secure holding due to Federal and State regulations on driver duty-day limitations are not authorized storage.
- 2543  
2544
- (2). TSP must notify the consignee in writing of their anticipated arrival and/or request an appointment IAW the consignee’s TFG.
- 2545  
2546
- (3). TSP must be given later arrival instructions or appointments by the consignee.
- 2547  
2548  
2549
- (4). TSPs are not authorized storage charges if consignee arrival instructions or alternate appointment is for the same day as the TSP’s anticipated, or scheduled arrival.
- 2550  
2551
- iii.** TSPs whose confirmed appointment is changed by the consignee to a later date after shipment pickup.
- 2552  
2553
- (1). TSPs who receive an alternate appointment for the same day as their original appointment will not be authorized storage charges.
- 2554  
2555  
2556  
2557
- iv.** Storage charges will begin at the end of the consignee’s offloading hours on the date the TSP communicated anticipated arrival or their originally requested/scheduled appointment and will end at the beginning of the confirmed appointment or when actually offloaded, whichever is earlier.
- 2558
- c.** For DOD receiving locations requiring appointments:
- 2559  
2560  
2561  
2562
- i.** Freight that arrives to the consignee’s location prior to a scheduled offloading appointment is considered stored. The freight must arrive within the consignee’s published offloading hours to qualify for storage. Freight arriving after published offloading hours is considered still in transit.
- 2563  
2564  
2565  
2566
- ii.** Storage charges shall begin upon TSP’s written notification to the consignee that the freight is locally available to immediately begin offloading and will remain in storage status until offloaded or the scheduled offloading appointment, whichever is earlier.
- 2567  
2568
- iii.** Storage charges are not allowed if freight arrives on the same day as the scheduled appointment.
- 2569  
2570
- iv.** Storage charges are not allowed if freight arrives after scheduled offloading appointment.

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2571 d. Attaching reports from integrated GPS/tracking systems in the conveyance to the  
2572 written notification to the consignee is encouraged.
- 2573 e. Non applicable charges, as referenced in this part, Paragraph D.
- 2574 f. In instances of “hostage freight,” TSP, and their subcontractors, shall be prohibited  
2575 from exercising state warehousemen’s liens, or any other liens arising under state  
2576 law, or from selling U.S. government property to satisfy accrued storage or other  
2577 transportation charges. TSP shall at all times be responsible for the acts of their  
2578 subcontractors, and will ensure that subcontractors are fully paid according to the  
2579 terms of any subcontract for storage or transportation charges in order to eliminate  
2580 “hostage freight situations”, and the unlawful exercise of a state lien on federal  
2581 property by subcontractors. Hostage freight situations may also be reviewed by a  
2582 TSP review board to administratively determine whether a TSP is financially  
2583 responsible, where a TSP fails to pay justly owed sums to one of its  
2584 subcontractors. SDDC shall also have the option to conduct TSP review boards to  
2585 determine whether a TSP should be held liable for damages caused to the  
2586 government in a “hostage freight” situation, and file any claims as required.
- 2587 2. Shipments in storage shall be subject to the following charges:
- 2588 a. Shipments weighing less than 10,000 pounds shall be subject to Storage charges of  
2589 SRG (1) \$ \_\_\_\_\_ per day, prorated by 1-hour increments rounded to the nearest  
2590 full hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.
- 2591 b. Shipments weighing 10,000 pounds or more shall be subject to Storage charges of  
2592 SRG (2) \$ \_\_\_\_\_ per day, prorated by 1-hour increments rounded to the nearest  
2593 full hour (minutes 1-29, round down; minutes 30-59, round up), per shipment.
- 2594 c. Shipments stored in the carrier's possession after free time has expired shall be  
2595 subject to a charge of SRG (3) \$ \_\_ per day, prorated by 1-hour increments  
2596 rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round  
2597 up), per tank vehicle or pipeline shipment.
- 2598 d. Subject to a minimum charge of SRG (4) \$ \_\_\_\_\_ per shipment.

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

- 2601 1. The GOCARE program provides DoD a method to recover lost and astray freight  
2602 shipments contained in the TSPs warehouse and/or terminal. TSPs may not utilize  
2603 salvage yards to store astray freight that is DoD owned.
- 2604 2. TSPs are required to provide terminal information for all locations to SDDC annually.  
2605 Terminal information should include; address, POC, telephone number and email  
2606 address. TSPs may email the terminal information to SDDC at:  
2607 [usarmy.scott.sddc.mbx.go-carriers@army.mil](mailto:usarmy.scott.sddc.mbx.go-carriers@army.mil).
- 2608 3. TSPs reporting DoD astray freight findings shall adhere to the following GOCARE  
2609 procedures:

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2610 a. Freight with DoD identifying marks may be left with the TSP until forwarding  
2611 instructions are received from the DoD GOCARE representative.
- 2612 b. Freight without DoD identifying marks or bearing conflicting marks that imply the  
2613 freight may belong to DoD shall be opened by the TSP to ensure contents are  
2614 DoD owned. The freight may be opened and inspected by a DoD GOCARE  
2615 representative in the presence of an authorized TSP representative to determine  
2616 the existence of any packing lists or other evidence of property identification. The  
2617 freight will remain in the TSPs possession until the DoD GOCARE representative  
2618 determines the freight belongs to DoD and provides the TSP forwarding  
2619 instructions. Once forwarding instructions are received, the TSP will deliver the  
2620 freight "Free Astray".
- 2621 c. The TSP will contact the DoD GOCARE representative for the assigned  
2622 geographical area within 48 hours (excluding weekends/holidays) to report astray  
2623 freight findings. If the DoD GOCARE representative is unknown, contact the  
2624 SDDC GOCARE representative at the telephone number referenced in Section A,  
2625 Part VIII, Emergency Notification Information, Table 1, of this publication or  
2626 email: [usarmy.scott.sddc.mbx.go-carriers@army.mil](mailto:usarmy.scott.sddc.mbx.go-carriers@army.mil).  
2627
- 2628 d. Information on GOCARE installation locations is available on SDDC's GOCARE  
2629 public website at: <https://www.sddc.army.mil/G3/Pages/GOCARE.aspx>. The TSP  
2630 can refer to the GOCARE tab contained in the installation's Transportation  
2631 Facilities Guide record to obtain the name and telephone number of the DoD  
2632 GOCARE representative.  
2633
- 2634 e. Visits to a TSP facility by a DoD GOCARE representative will be coordinated and  
2635 scheduled for a mutually convenient time. Only OS&D freight will be inspected  
2636 in association with GOCARE visits.  
2637

### 2638 **K. WEIGHT LIMITATIONS**

- 2639 1. A TSP will inform the shipper of weight limitations and verify that the weight on any  
2640 vehicle loaded by or on behalf of DoD does not exceed limitations imposed by any  
2641 state or municipality.

### 2642 **L. WEIGHT VERIFICATION**

- 2643 1. When scales for weight verification are available and furnished by requesting shipper  
2644 or consignee, no charges for Weight Verification shall apply.
- 2645 2. Upon request of shipper or consignee, when a TSP verifies weight of a shipment at  
2646 scales not located at origin or destination, a flat fee charge of WTV(1) \$ \_\_\_ per  
2647 vehicle will apply.
- 2648 3. If not requested by shipper or consignee, the TSP shall have the option, at their  
2649 convenience and expense, to reweigh the shipment any time prior to delivery. If the



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2650 reweigh weight causes an increase or decrease to the total shipment cost of the  
2651 original BL:
- 2652 a. The TSP shall be responsible for requesting a BL correction notice from the issuing  
2653 officer, who will issue the corrected BL.
- 2654 b. The TSP will submit the reweigh ticket to the issuing officer within 3 government  
2655 business days of delivery notification. Submitting a copy of the reweigh ticket  
2656 through the TPPS is acceptable. Back up for invoices transmitted via EDI will  
2657 take longer than 3 government business days to transmit. Minimum required data  
2658 on a reweigh ticket shall include the TSP's name, TSP's shipment identification  
2659 number (sometimes referred to as a "Pro number"), BL number, date of reweigh,  
2660 and the verified weight.
- 2661 c. Reweigh charges shall be void if a reweigh ticket is not provided or made available  
2662 electronically to the issuing officer within 3 government business days of  
2663 delivery.
- 2664 4. Upon overweight verification at DOT scales if shipment must be returned to origin for  
2665 weight correction, TSP may submit charges for return mileage via an eBill through  
2666 the currently authorized Third Party Payment System (TPPS).
- 2667 5. If a TSP is fined for being overweight at the first weigh station outside of the pickup  
2668 location, the TSP may issue an eBill for an amount equal to the fine. It shall be the  
2669 responsibility of the TSP to issue supporting documentation to the origin TO through  
2670 the currently authorized TPPS prior to payment of the fine. It shall be the  
2671 responsibility of the driver to ensure obvious discrepancies in weight are resolved  
2672 prior to departure at origin. An eBill may be submitted for the fine only if the fine is  
2673 due to an incorrect shipment weight on the original BL.
- 2674 6. If a TSP does not verify weight of the shipment, DoD will not be responsible for any  
2675 fines or penalties associated with excess gross vehicle weights.
- 2676 7. Rail TSP will verify weight of any shipment upon request by shipper while shipment is  
2677 still in the custody of TSP and scales are available. TSP may apply charge of WTV  
2678 (1) \$ \_\_\_\_\_ per shipment, or per railcar.
- 2679 8. If railroad verifies weight, a TSP may only charge the difference between billed weight  
2680 and actual weight if the actual weight exceeds the billed weight by greater than two  
2681 percent.

### 2682 **M. FUEL SURCHARGE (Does not apply to air)**

- 2683 1. Section 884 of the 2009 National Defense Authorization Act requires any government  
2684 paid fuel rate adjustment, also known as a fuel related surcharge (FS), arising from a  
2685 DoD transportation contract and funded by government funds be paid, to the  
2686 maximum extent practicable, to the cost bearer of the fuel. The cost bearer is the  
2687 person who actually incurred the cost of providing the fuel used for the motor  
2688 transportation.

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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.
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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.
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4. The TSP has the responsibility to ensure the FS payment goes to the cost bearer. The TSP shall insert a flow-down clause requiring the pass-through of the FS payment to the cost bearer in all its transportation subcontracts and agreements with motor TSPs, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. Include the flow-down clause in all contract tiers. The clause will require paying the FS to the cost bearer within thirty (30) business days of the receipt of the FS payment. If there is more than one cost bearer, then the TSP pays each cost bearer his or her share of the FS payment based on the motor transportation miles provided by each cost bearer.
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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.
- 2717  
2718
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.
- 2719
7. Fuel surcharge fees not authorized for modes K, L and M air shipments.

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

- 2721  
2722  
2723
1. For shipments in continuous movement that travel by multiple modes, security and other applicable accessorial services required shall be IAW modal requirements established in DTR 4500.9R, Chapter 205.

### **O. SHIPMENT STATUS**

- 2725  
2726
1. Status of any shipment tendered within 2 hours shall be provided upon request by SDDC, shipper or consignee.

2727 **P. TRANSPORTATION SERVICE PROVIDER MOVEMENT OF DOD**  
 2728 **VEHICLES/FREIGHT**

2729 1. Once DoD vehicles and freight are tied down or otherwise secured in place on the  
 2730 conveyance, the TSP may not move the loaded vehicles without consent of shipper,  
 2731 unless in the event of an emergency. This provision does not prohibit TSP from  
 2732 loading additional freight and will not constitute a request for Exclusive Use of  
 2733 Trailer/Dromedary (EXC).

2734 **Q. NATIONAL DEFENSE AUTHORIZATION ACT (NDAA) (PUBLIC**  
 2735 **LAW 115–232)**

2736 1. This Section incorporates the requirements of the FY19 into the MFTURP. NDAA  
 2737 Section 889(a)(1)(A) prohibits the head of an executive agency on or after August 13,  
 2738 2019, from procuring or obtaining, or extending or renewing a contract to procure or  
 2739 obtain, any equipment, system, or service that uses covered telecommunications  
 2740 equipment or services as a substantial or essential component of any system, or as  
 2741 critical technology as part of any system. Nothing in the prohibition shall be  
 2742 construed to prohibit the head of an executive agency from procuring with an entity to  
 2743 provide a service that connects to the facilities of a third-party, such as backhaul,  
 2744 roaming, or interconnection arrangements; or cover telecommunications equipment  
 2745 that cannot route or redirect user data traffic or cannot permit visibility into any user  
 2746 data or packets that such equipment transmits or otherwise handles. FY19 NDAA  
 2747 Section 889(a)(1)(B) (Pub. L. 115-232) prohibits executive agencies on or after  
 2748 August 13, 2020 from entering into, or extending or renewing, a contract with an  
 2749 entity that uses any equipment, system, or service that uses covered  
 2750 telecommunications equipment or services as a substantial or essential component of  
 2751 any system, or as critical technology as part of any system, regardless of whether that  
 2752 usage is in performance of work under a Federal contract. Nothing in the prohibition  
 2753 shall be construed to prohibit the head of an executive agency from procuring with an  
 2754 entity to provide a service that connects to the facilities of a third-party, such as  
 2755 backhaul, roaming, or interconnection arrangements; or cover telecommunications  
 2756 equipment that cannot route or redirect user data traffic or cannot permit visibility  
 2757 into any user data or packets that such equipment transmits or otherwise handles.  
 2758 This NDAA provision also applies to non-Federal Acquisitions Regulation  
 2759 transportation services.

2760  
 2761 2. Definitions:

2762 a. Covered telecommunications equipment or services means:

2763 i. Telecommunications equipment produced by Huawei Technologies Company  
 2764 or ZTE Corporation (or any subsidiary or affiliate of such entities).

2765 ii. For the purpose of public safety, security of Government facilities, physical  
 2766 security. Surveillance of critical infrastructure, and other national security  
 2767 purposes, video surveillance and telecommunications equipment produced by

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- 2768 Hytera Communications Corporation, Hangzhou Hikvision Digital  
2769 Technology Company, or Dahua Technology Company (or any subsidiary or  
2770 affiliate of such entities).
- 2771 **iii.** Telecommunications or video surveillance services provided by such entities  
2772 or using such equipment; or
- 2773 **iv.** Telecommunications or video surveillance equipment or services produced or  
2774 provided by an entity that the Secretary of Defense, in consultation with the  
2775 Director of National Intelligence or the Director of the Federal Bureau of  
2776 Investigation, reasonably believes to be an entity owned or controlled by, or  
2777 otherwise connected to, the government of the People’s Republic of China.
- 2778 **b.** Critical technology means:
- 2779 **i.** Defense articles or defense services included on the United States Munitions  
2780 List set forth in the International Traffic in Arms Regulations under  
2781 subchapter M of chapter I of title 22, Code of Federal Regulations.
- 2782 **ii.** Items included on the Commerce Control List set forth in Supplement No. 1 to  
2783 part 774 of the Export Administration Regulations under subchapter C of  
2784 chapter VII of title 15, Code of Federal Regulations, and controlled.
- 2785 (1). Pursuant to multilateral regimes, including for reasons relating to national  
2786 security, chemical and biological weapons proliferation, nuclear  
2787 nonproliferation, or missile technology; or
- 2788 (2). For reasons relating to regional stability or surreptitious listening.
- 2789 **iii.** Specially designed and prepared nuclear equipment, parts and components,  
2790 materials, software, and technology covered by part 810 of title 10, Code of  
2791 Federal Regulations (relating to assistance to foreign atomic energy activities).
- 2792 **iv.** Nuclear facilities, equipment, and material covered by part 110 of title 10,  
2793 Code of Federal Regulations (relating to export and import of nuclear  
2794 equipment and material).
- 2795 **v.** 121 of title 9 of such Code, or part 73 of title 42 of such Code; or
- 2796 **vi.** Select agents and toxins covered by part 331 of title 7, Code of Federal  
2797 Regulations, part 121 of title 9 of such Code, or part 73 of title 42 of such  
2798 Code; or
- 2799 **vii.** Emerging and foundational technologies controlled pursuant to section 1758  
2800 of the Export Control Reform Act of 2018 (50 U.S.C. 4817).
- 2801 **c.** Substantial or essential component means any component necessary for the proper  
2802 function or performance of a piece of equipment, system, or service.
- 2803 **d.** Backhaul means: intermediate links between the core network, or backbone  
2804 network, and the small subnetworks at the edge of the network (e.g., connecting

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2805 cell phones/towers to the core telephone network). Backhaul can be wireless (e.g.,  
2806 microwave) or wired (e.g., fiber optic, coaxial cable, Ethernet).

2807 e. Interconnection arrangements means: arrangements governing the physical  
2808 connection of two or more networks to allow the use of another's network to hand  
2809 off traffic where it is ultimately delivered (e.g., connection of a customer of  
2810 telephone provider A to a customer of telephone company B) or sharing data and  
2811 other information resources.

2812 f. Roaming means: cellular communications services (e.g., voice, video, data)  
2813 received from a visited network when unable to connect to the facilities of the  
2814 home network either because signal coverage is too weak or because traffic is too  
2815 high.

2816 g. Substantial or essential component means: any component necessary for the proper  
2817 function or performance of a piece of equipment, system, or service

2818 h. A reasonable inquiry is an inquiry designed to uncover any information in the  
2819 entity's possession about the identity of the producer or provider of covered  
2820 telecommunications equipment or services used by the entity. A reasonable  
2821 inquiry need not include an internal or third-party audit.

2822 i. Possession about the identity of the producer or provider of covered  
2823 telecommunications equipment or services used by the entity. A reasonable  
2824 inquiry need not include an internal or third-party audit.

### 2825 3. Prohibitions.

2826 a. Section 889(a)(1)(A) of the John S. McCain National Defense Authorization Act  
2827 for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency  
2828 on or after August 13, 2019, from procuring or obtaining, or extending or  
2829 renewing a contract to procure or obtain, any equipment, system, or service that  
2830 uses covered telecommunications equipment or services as a substantial or  
2831 essential component of any system, or as critical technology as part of any  
2832 system. The Contractor is prohibited from providing to the Government any  
2833 equipment, system, or service that uses covered telecommunications equipment or  
2834 services as a substantial or essential component of any system, or as critical  
2835 technology as part of any system, unless an exception (below in subparagraph (c))  
2836 applies or the covered telecommunication equipment or services are covered by a  
2837 waiver issued by the Secretary of Defense.

2838 b. Section 889(a)(1)(B) of the John S. McCain National Defense Authorization Act  
2839 for Fiscal Year 2019 (Pub. L. 115-232) prohibits the head of an executive agency  
2840 on or after August 13, 2020, from entering into a contract, or extending or  
2841 renewing a contract, with an entity that uses any equipment, system, or service  
2842 that uses covered telecommunications equipment or services as a substantial or  
2843 essential component of any system, or as critical technology as part of any  
2844 system, unless the covered telecommunications equipment or services are covered  
2845 by a waiver described in paragraph 6(c) of this subparagraph. This prohibition  
2846 applies to the use of covered telecommunications equipment or services,

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2847 regardless of whether that use is in performance of work under a Federal contract.  
2848 Nothing in the prohibition shall be construed to (1) prohibit the head of an  
2849 executive agency from procuring with an entity to provide a service that connects  
2850 to the facilities of a third-party, such as backhaul, roaming, or interconnection  
2851 arrangements; or (2) cover telecommunications equipment that cannot route or  
2852 redirect user data traffic or cannot permit visibility into any user data or packets  
2853 that such equipment transmits or otherwise handles.

### 2854 4. Reporting Requirements.

2855 a. In the event the Contractor identifies covered telecommunications equipment or  
2856 services used as a substantial or essential component of any system, or as critical  
2857 technology as part of any system, during contract performance, or the Contractor  
2858 is notified of such by a subcontractor at any tier or by any other source, the  
2859 Contractor shall report the information in paragraph (4)(b) (see below) to the  
2860 Transportation Officer, Ordering Officer, or Contracting Officer who procured the  
2861 transportation services, to the SDDC G3 Freight Carrier Management Program  
2862 office (usarmy.scott.sddc.mbx.carrier-registrations@army.mil), and to the  
2863 Defense Industrial Base Cybersecurity Information website  
2864 (<https://dibnet.dod.mil>).

2865 b. The Contractor shall report the following information pursuant to paragraph IV(a)  
2866 above:

2867 i. Within one (1) business day from the date of such identification or notification:  
2868 the contract number; the order number(s), if applicable; supplier name;  
2869 supplier unique entity identifier (if known); supplier Commercial and  
2870 Government Entity (CAGE) code (if known); brand; model number (original  
2871 equipment manufacturer number, manufacturer part number, or wholesaler  
2872 number); item description; and any readily available information about  
2873 mitigation actions undertaken or recommended.

2874 ii. Within ten (10) business days of submitting the information in paragraph  
2875 IV(B)(1): any further available information about mitigation actions  
2876 undertaken or recommended. In addition, the Contractor shall describe the  
2877 efforts it undertook to prevent use or submission of covered  
2878 telecommunications equipment or services, and any additional efforts that will  
2879 be incorporated to prevent future use or submission of covered  
2880 telecommunications equipment or services.

### 2881 5. Subcontracts.

2882 a. The Contractor shall insert the substance of paragraph IV (above) and this  
2883 subparagraph (V), in all subcontracts and other contractual instruments, including  
2884 subcontracts for the acquisition of commercial items.

### 2885 6. TSP Representations.

2886 a. TSPs must provide representations to the Government regarding whether the entity  
2887 will provide covered telecommunications equipment or services to the

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2888 government, and (after conducting a reasonable inquiry) whether the TSP uses  
2889 covered telecommunications equipment or services. TSPs must alert the  
2890 Government if covered telecommunications equipment or services are discovered  
2891 during contract performance. Specifically, TSPs must certify that:

2892 i. It will provide covered telecommunications equipment or services to the  
2893 Government in the performance of any contract, subcontract or other  
2894 contractual instrument resulting from this tender of service. The TSP shall  
2895 provide the additional disclosure information required at paragraph 6(a) if the  
2896 TSP responds “will” in this paragraph; and

2897 ii. After conducting a reasonable inquiry, for purposes of this certification, it [ ]  
2898 does, [ ] does not use covered telecommunications equipment or services, or  
2899 use any equipment, system, or service that uses covered telecommunications  
2900 equipment or services. The TSP shall provide the additional disclosure  
2901 information required at paragraph 6(b) if the TSP responds “does” in this  
2902 paragraph.

2903 b. This declaration must be made in the Freight Carrier Registration Program  
2904 (FCRP). New carriers, upon registering, will indicate whether they are in  
2905 compliance with the NDAA. Carriers who are already registered in FCRP would  
2906 enter the application and make the same declaration. Carriers who fail to provide  
2907 this information will be automatically placed in a disapproved status until the  
2908 accurate representation is made; such carriers will be automatically reapproved  
2909 when the certification requirement was been met.

2910 7. Exceptions.

2911 a. The statute includes two exceptions at Section 889 (a)(2)(A) and (B). The  
2912 exception at 889(a)(2)(A) allows the head of executive agency to procure with an  
2913 entity “to provide a service that connects to the facilities of a third-party, such as  
2914 backhaul, roaming, or interconnection arrangements.” The exception at  
2915 889(a)(2)(B) allows an entity to procure “telecommunications equipment that  
2916 cannot route or redirect user data traffic or [cannot] permit visibility into any user  
2917 data or packets that such equipment transmits or otherwise handles.”

2918 8. Waivers.

2919 a. If a TSP represents they “will” or “does” under paragraph 6(b) above, the Agency  
2920 may initiate a waiver request.

2921 i. The Secretary of Defense has authority to grant a one-time waiver from FY19  
2922 NDAA Section 889(a)(1)(B) on a case-by-case basis that will expire no later  
2923 than August 13, 2022.

2924 ii. Waivers can be pursued if TSP uses covered equipment or services and no  
2925 exception applies.

2926 iii. Waivers may take weeks to obtain; where mission needs do not permit time to  
2927 obtain a waiver, DoD agencies may reasonably choose not to initiate one and  
2928 to move forward and make award to a TSP that does not require a waiver.

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2929                   iv. If a waiver is granted, with respect to particular use of covered  
2930                   telecommunications equipment or services, the contractor will still be required  
2931                   to report any additional use of covered telecommunications equipment or  
2932                   services discovered or identified during the shipment performance period.

2933                   9. Processing Exceptions and Waivers.

2934                   a. Exceptions may be recognized by SDDC or USTRANSCOM. Waiver requests will  
2935                   be forwarded to the Secretary of Defense for consideration as required.

2936                   b. Before an exception or waiver can be pursued, the TSP must make certain  
2937                   disclosures:

2938                   i. If the TSP has responded “will” in the certification in paragraph VI(A)(1)  
2939                   above, TSP shall provide the following information:

2940                   (1). For covered equipment:

2941                   (a). The entity that produced the covered telecommunications equipment  
2942                   (include entity name, unique entity identifier, CAGE code, and whether  
2943                   the entity was the original equipment manufacturer (OEM) or a  
2944                   distributor, if known);

2945                   (b). A description of all covered telecommunications equipment offered  
2946                   (include brand; model number, such as OEM number, manufacturer  
2947                   part number, or wholesaler number; and item description, as  
2948                   applicable); and

2949                   (c). Explanation of the proposed use of covered telecommunications  
2950                   equipment and any factors relevant to determining if such use would  
2951                   be permissible under the prohibition in paragraph III (above).

2952                   (1). For covered services:

2953                   a. If the service is related to item maintenance: A description of all  
2954                   covered telecommunications services offered (include on the  
2955                   item being maintained: Brand; model number, such as OEM  
2956                   number, manufacturer part number, or wholesaler number; and  
2957                   item description, as applicable); or

2958                   (d). If not associated with maintenance, the Product Service Code (PSC) of  
2959                   the service being provided; and explanation of the proposed use of  
2960                   covered telecommunications services and any factors relevant to  
2961                   determining if such use would be permissible under the prohibition in  
2962                   paragraph III (above).

2963                   (e). If the TSP has responded “does” in the certification in paragraph VI  
2964                   (A)(2) above, the TSP shall provide the following information:

2965                   3. For covered equipment:



## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

- 2966 a. The entity that produced the covered telecommunications  
2967 equipment (include entity name, unique entity identifier,  
2968 CAGE code, and whether the entity was the OEM or a  
2969 distributor, if known) [note, the CAGE Code is a five-character  
2970 ID number used extensively within the federal government,  
2971 assigned by the Department of Defense’s Defense Logistics  
2972 Agency (DLA). The CAGE Code provides a standardized  
2973 method of identifying a various entities. There is no cost to  
2974 obtain a CAGE Code. CAGE Codes can be found online, at  
2975 <https://cage.dla.mil/Home/>];
- 2976 (f). A description of all covered telecommunications equipment offered  
2977 (include brand; model number, such as OEM number, manufacturer  
2978 part number, or wholesaler number; and item description, as  
2979 applicable); and
- 2980 (g). Explanation of the proposed use of covered telecommunications  
2981 equipment and any factors relevant to determining if such use would  
2982 be permissible under the prohibition in paragraph III (above).
- 2983 (2). For covered services:
- 2984 a. If the service is related to item maintenance: A description of all  
2985 covered telecommunications services offered (include on the  
2986 item being maintained: Brand; model number, such as OEM  
2987 number, manufacturer part number, or wholesaler number; and  
2988 item description, as applicable); or
- 2989 (h). If not associated with maintenance, the PSC of the service being  
2990 provided; and explanation of the proposed use of covered  
2991 telecommunications services and any factors relevant to determining if  
2992 such use would be permissible under the prohibition in paragraph III  
2993 (above).
- 2994 (3). The provision of a waiver does not alter or amend any other requirements  
2995 of U.S. law, including protections for sensitive sources and methods. In  
2996 particular, any waiver issued pursuant to these regulations is not  
2997 authorization by the U.S. Government to export, re-export, or transfer (in-  
2998 country) items subject to the Export Administration or International  
2999 Traffic in Arms Regulations (15 CFR 730-774 and 22 CFR 120-130,  
3000 respectively).

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

- 3003 1. This Section incorporates the requirements of Executive Order 13950, Combating  
3004 Race and Sex Stereotyping. EO 13950 became effective immediately when signed on  
3005 September 22, 2020, but the requirements for federal contractors and subcontractors

## SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

3006 apply to contracts entered into 60 days after the date of the Executive Order, which is  
3007 November 21, 2020.

3008 2. EO 13950 provides that, except in contracts exempted in the manner provided by  
3009 section 204 of Executive Order 11246 of September 24, 1965 (Equal Employment  
3010 Opportunity), as amended, all Government contracting agencies shall include in every  
3011 Government contract entered into on or after November 21, 2020, certain language to  
3012 ensure compliance with the Executive Order. During performance of this contract (to  
3013 include non-FAR contracts), the contractor agrees as follows:

3014 a. The contractor shall not use any workplace training that inculcates in its employees  
3015 any form of race or sex stereotyping or any form of race or sex scapegoating,  
3016 including the concepts that (a) one race or sex is inherently superior to another  
3017 race or sex; (b) an individual, by virtue of his or her race or sex, is inherently  
3018 racist, sexist, or oppressive, whether consciously or unconsciously; (c) an  
3019 individual should be discriminated against or receive adverse treatment solely or  
3020 partly because of his or her race or sex; (d) members of one race or sex cannot  
3021 and should not attempt to treat others without respect to race or sex; (e) an  
3022 individual's moral character is necessarily determined by his or her race or sex;  
3023 (f) an individual, by virtue of his or her race or sex, bears responsibility for  
3024 actions committed in the past by other members of the same race or sex; (g) any  
3025 individual should feel discomfort, guilt, anguish, or any other form of  
3026 psychological distress on account of his or her race or sex; or (h) meritocracy or  
3027 traits such as a hard work ethic are racist or sexist, or were created by a particular  
3028 race to oppress another race. The term "race or sex stereotyping" means ascribing  
3029 character traits, values, moral and ethical codes, privileges, status, or beliefs to a  
3030 race or sex, or to an individual because of his or her race or sex, and the term  
3031 "race or sex scapegoating" means assigning fault, blame, or bias to a race or sex,  
3032 or to members of a race or sex because of their race or sex.

3033 b. The contractor will send to each labor union or representative of workers with  
3034 which the contractor has a collective bargaining agreement or other contract or  
3035 understanding, a notice to be provided by the SDDC at  
3036 <https://www.sddc.army.mil/dms/Pages/default.aspx> or  
3037 <https://www.sddc.army.mil/ims/Pages/default.aspx>, advising the labor union or  
3038 workers' representative of the contractor's commitments under EO 13950 and  
3039 shall post copies of the notice in conspicuous places available to employees and  
3040 applicants for employment.

3041 c. In the event of the contractor's noncompliance with the requirements of paragraphs  
3042 (A), (B), and (D), or with any rules, regulations, or orders that may be  
3043 promulgated in accordance with EO 13950, this contract may be canceled,  
3044 terminated, or suspended in whole or in part and the contractor may be declared  
3045 ineligible for further Government contracts in accordance with procedures  
3046 authorized in Executive Order 11246, and such other sanctions may be imposed  
3047 and remedies invoked as provided by any rules, regulations, or orders the  
3048 Secretary of Labor has issued or adopted pursuant to Executive Order 11246,  
3049 including subpart D of that order.

3050 d. The contractor will include the provisions of paragraphs (A) through (D) in every  
 3051 subcontract or purchase order unless exempted by rules, regulations, or orders of  
 3052 the Secretary of Labor, so that such provisions will be binding upon each  
 3053 subcontractor or vendor. The contractor will take such action with respect to any  
 3054 subcontract or purchase order as may be directed by the Secretary of Labor as a  
 3055 means of enforcing such provisions including sanctions for noncompliance:  
 3056 Provided, however, that in the event the contractor becomes involved in, or is  
 3057 threatened with, litigation with a subcontractor or vendor as a result of such  
 3058 direction, the contractor may request the United States to enter into such litigation  
 3059 to protect the interests of the United States.

3060 3. The Executive Order does not prevent agencies, the United States Uniformed Services,  
 3061 or contractors from promoting racial, cultural, or ethnic diversity or inclusiveness  
 3062 during this contract, provided such efforts are consistent with the requirements of EO  
 3063 13950.

3064  
 3065 **VII. CLAIMS AND DISPUTES**

3066 **A. CLAIMS**

- 3067 1. A TSP will address and respond to claims for loss and damage IAW regulations in 49  
 3068 CFR, Part 1005.2, Filing of Claims; and, if applicable, 41 CFR, Parts 102-117 and  
 3069 102-118.
- 3070 2. A TSP will process claims for overcharges/undercharges, shortages, damages, and any  
 3071 other transportation discrepancies through the issuing TO. Use of Transportation  
 3072 Discrepancy Reports (TDRs) via the Discrepancy Identification System (DIS)  
 3073 application in GFM must be processed IAW DTR Part II, Chapter 210, and Appendix  
 3074 I, and the DIS User Manual (available on the GFM home page). TSPs must monitor  
 3075 DIS regularly and reply to all TDRs that have been addressed to them within 30  
 3076 calendar days.

3077 **B. DISPUTE RESOLUTION**

- 3078 1. TSPs will contact and work with the shipping TO on possible cost disputes and/or  
 3079 additional charges. When unable to resolve a claim or dispute, TSP will take the  
 3080 dispute to the following:
- 3081 a. General freight/military vehicles/AA&E:
- 3082 HQ, SDDC  
 3083 ATTN: G3, Domestic Movement Support  
 3084 1 Soldier Way, Building 1900W  
 3085 Scott AFB, IL 62225  
 3086 [usarmy.scott.sddc.mbx.cost-questions@army.mil](mailto:usarmy.scott.sddc.mbx.cost-questions@army.mil)  
 3087  
 3088 b. DPM HHG Shipments:

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3089 USTRANSCOM  
3090 ATTN: TCJ9 Personal Property  
3091 508 Scott Drive, Building 1900W  
3092 Scott AFB, IL. 62225  
3093 [transcom.scott.tcj5j4.mbx.ppty@mail.mil](mailto:transcom.scott.tcj5j4.mbx.ppty@mail.mil)  
3094  
3095

c. Air TSPs:

3096 USTRANSCOM  
3097 ATTN: Commercial Services Branch  
3098 508 Scott Drive, Bldg 1900E  
3099 Scott AFB, IL 62225  
3100 [transcom.scott.tcj5j4.mbx.lc@mail.mil](mailto:transcom.scott.tcj5j4.mbx.lc@mail.mil)  
3101  
3102

d. BULK FUEL COMMODITIES:

3103 Defense Logistics Agency Energy  
3104 ATTN: Defense Logistics Agency Energy-FENB  
3105 8725 John J. Kingman Road, Suite 2946  
3106 Fort Belvoir, VA 22060-6222  
3107  
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- 3109 2. TSP has 36 months from date of delivery to initiate possible claim or dispute.
- 3110 3. SDDC can assist in providing the government's position on the dispute and offer a  
3111 written decision to TO and TSP.
- 3112 4. When DOD and TSP records conflict, DOD records take precedence.
- 3113 5. Defense Logistics Agency Energy can respond in writing to this appeal and forward its  
3114 decision with supporting documents within 60 days.
- 3115 6. TSP can appeal SDDC's/USTRANSCOM's/DLA's position to General Services:

3116 Transportation Audits Division  
3117 U.S. General Services Administration  
3118 Attn: Accounts Section  
3119 1800 F Street NW  
3120 3rd Floor, Mail Hub 3400  
3121 Washington, DC 20405  
3122 [Protests@gsa.gov](mailto:Protests@gsa.gov)  
3123

3124 **VIII. BULK FUEL COMMODITIES:**

- 3125 1. BULK FUEL COMMODITIES: TSP may submit an appeal in writing within 60 days  
3126 regarding any dispute rendered by the DoD to:

3127 Defense Energy Support Center (Defense Logistics Agency Energy)  
3128 ATTN: Defense Logistics Agency Energy-FENB  
3129 8725 John J. Kingman Road, Suite 2946

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

3130 Fort Belvoir, VA 22060-6222

3131

3132 2. Defense Logistics Agency Energy can respond in writing to this appeal and forward its  
3133 decision with supporting documents within 60 days.

3134 3. TSP can appeal SDDC’s/USTRANSCOM’s/DLA’s position to General Services:

3135 Transportation Audits Division  
3136 U.S. General Services Administration  
3137 Attn: Accounts Section  
3138 1800 F Street NW  
3139 3rd Floor, Mail Hub 3400  
3140 Washington, DC 20405  
3141 [Protests@gsa.gov](mailto:Protests@gsa.gov)  
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3143 **IX. EMERGENCY NOTIFICATION INFORMATION**

3144 1. Depending on the issue, TSP should contact the following:

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**Table 1 – Contact Information:**

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

SECTION A – TRANSPORTATION PROVIDER GENERAL RULES

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

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

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**Table 2 – Bulk Fuel Contact Information**

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

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