

# **MTMC FREIGHT TRAFFIC RULES PUBLICATION NO. 1B (MFTRP NO. 1B)**

(MFTRP NO. 1B vice MFTRP NO. 1A)

***RULES AND ACCESSORIAL SERVICES GOVERNING THE MOVEMENT OF  
DEPARTMENT OF DEFENSE FREIGHT TRAFFIC BY MOTOR CARRIER***

*(See ITEM 5 FOR SPECIFIC APPLICATION)*



HEADQUARTERS  
MILITARY TRAFFIC MANAGEMENT COMMAND

CONUS TRAFFIC MANAGEMENT  
FORT EUSTIS, VA 23604-1644

**THIS VERSION INCLUDES ALL REVISIONS  
THROUGH OCTOBER 1, 2001**

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*SUBJECT	Effective Date
Original Item (O)	September 30, 2000
C1	May 10, 2001
C2	September 1, 2001
C3	September 17, 2001
C4	October 1, 2001

**SECTION 1**

**FREIGHT CARRIER REGISTRATION PROGRAM**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 1**

**FREIGHT CARRIER REGISTRATION PROGRAM (FCRP)**

**FREIGHT CARRIER REGISTRATION PROGRAM**

**The Freight Carrier Registration Program (FCRP) applies to Department of Defense (DOD) Freight Motor Carriers, Exempt Surface Freight Forwarders, Shipper Agents, Air Freight Forwarders, Logistic Companies, and Brokers.**

The FCRP is in lieu of the old Carrier Qualification Program regarding DOD approval to participate in the transportation of freight shipments which is at 32 CFR 619.

**Carriers that wish to do business with the DOD must comply with the provisions of FCRP prior to being approved to transport DOD freight. You must instruct your Bond Surety Company to electronically forward your performance bond information to [dsccarrierregistration@mtmc.army.com](mailto:dsccarrierregistration@mtmc.army.com) at the Deployment Support Command.**

Carriers wishing to transport Freight for the DOD must have an agreement with US Bank and be PowerTrack certified for the electronic payment of commercial transportation services. You may find information concerning PowerTrack on the Internet at [www.usbank.com/powertrack](http://www.usbank.com/powertrack) or by contacting US Bank Powertrack, 1010 South Seventh St., Minneapolis, MN 55415, and (800) 417-1844.

Carrier understands that its initial approval and retention of approval are contingent upon establishing and maintaining to MTMC 's satisfaction, sufficient resources to support its proposed scope of operations and services. Sufficient resources include equipment, personnel, facilities, and finances to handle traffic anticipated by DOD/MTMC under the carrier's proposed scope of operations in accordance with the service requirements of the shipper. The carrier agrees to immediately notify MTMC of any changes in ownership, in affiliations, executive officers, and/or board members, and carrier name. Carrier understands that failure to notify MTMC shall be grounds for immediate revocation of the carrier's approval and their participation in the movement of DOD freight.

**PERFORMANCE BOND.**

- (1) Carriers having done business in their own name with DOD for 3 years or more will be required to submit a Performance Bond in the amount of 2.5 % of their total DOD revenue for the previous 12 months, not to exceed \$100,000 and not less than \$25,000.
- (2) New carriers and those carriers having done business in their own name with the DOD for less than 3 years will be required to submit a Performance Bond based on areas of service they offer (computed as both origins and destinations served), that is I-state (including intrastate)-\$25,000, 2 to 3 states-\$50,000, and 4 or more states- \$100,000.
- (3) Once a carrier has been doing business with the DOD for 3 years, their bond requirement will change from area of service to percent revenue.
  - (a) Bulk fuel carriers and perishable carriers will be required to submit a \$25,000 Performance Bond.
  - (b) Local drayage and commercial zone carriers are exempt from the bond requirement.
  - (c) Surface freight forwarders, shipper agents, brokers, airfreight forwarders, Logistic Companies, 3PL, and Brokers. Due to the volume of traffic handled by these modes and the area normally serviced, the bond amount is set at \$100,000.
- (4) The Performance Bond secures performance and fulfillment of carrier obligations to deliver DOD freight. It will cover any instance where a carrier cannot or will not deliver DOD freight, tendered to them, to final destination. This includes default,

abandoned shipments, and bankruptcy by the carrier. The bond will not be utilized for operational problems such as late pickup or delivery, excessive transit time, refusals, no shows, improper/inadequate equipment or claims for lost or damaged cargo.

**ITEM 2            MOVEMENT OF SHIPMENTS REQUIRING TPS OR AMMUNITIONS AND EXPLOSIVES.**

**CARRIERS PARTICIPATING IN THE MOVEMENT OF SHIPMENTS REQUIRING TPS OR AMMUNITIONS AND EXPLOSIVES.**

1. Carriers transporting secret materials or sensitive weapons and munitions, or any shipment, regardless of commodity, which requires a Transportation Protective Service (TPS) will not be used if the safety rating is less than satisfactory. Carrier further agrees to comply with, and meet, all criteria for TPS as defined in the MTMC Freight Rules Publication No 1B (MFTRP No 1B) and reissues thereto. Any carrier found to be involved in the brokerage shipments requiring TPS, as defined by the Department of Transportation (DOT), of DOD freight traffic will have its' approval revoked.
2. The carrier understands that MTMC may revoke approval at any time upon discovery of grounds for ineligibility or disqualification. The carrier further understands that it is not authorized to submit tenders for shipments requiring a Transportation Protective Service (TPS) until it has served DOD in an approved status for 12 continuous months or sooner on a case-by-case base. Prior to being allowed to handle shipments, which require a TPS or Class 1.1, 1.2, OR 1.3 Ammunitions and explosives, the carrier must first meet any additional requirements in effect at the time.
3. All carriers agree to permit unannounced safety and security inspections of its facilities, terminals, equipment, employees, and operational procedures by DOD civilian, military personnel, or DOD contract employees. Inspection of carrier equipment, drivers' records, route plans and inspection reports will be permitted during both the pickup and delivery of shipments and in coordination with local police or other authorities while in transit. Carrier also agrees to allow inspection of carrier records and individual driver qualification files. When requested, carrier agree to provide adequate evidence of an active driver safety, security training and evaluation program. Carrier agrees to furnish, on request, drivers' Social Security Numbers to verify their security clearances and allow for inspection of carrier/driver records.

**SECTION 1 - A**  
**GENERAL APPLICATION AND INSTRUCTIONS**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 5**

**PURPOSE AND APPLICATION**

1. The purpose of this publication is to articulate the motor transportation service needs of the Department of Defense (DOD) for the movement of its freight traffic; to ensure that motor freight carriers providing that transportation have both the willingness and the capability to meet those needs; and to provide the standardization necessary for achieving a fully automated system for DOD freight traffic. Movements for the United States Coast Guard (USCG) are also covered by this publication. References throughout this publication to DOD shall be understood to include such USCG movements as well.

2. The rules and accessorial charges contained in this publication will govern the freight services of all motor freight carriers doing business with DOD (including those services offered by brokers, surface freight forwarders, shipper associations, and shipper agents) EXCEPT for those rates and services covering the movement of:

- Bulk commodities which require tank truck service
- Privately-owned mobile homes
- Shipments moving in courier or package express service
- Perishable Subsistence Shipments (Perishable Subsistence Carrier Rate Tenders and Service Agreements, administered by Defense Personnel Support Center (DPSC), Philadelphia, PA)

The rules and accessorial charges shall apply to DOD shipments in intrastate commerce and shipments from, to, or between those points in the continental United States (CONUS), and from, to, or between points in CONUS and points in Alaska and/or Canada which are specified in the individual DOD Standard Tender of Freight Service (tender), MT Form 364-R filed with MTMC Deployment Support Command, ATTN: MTDC-OP. This publication (MFTRP No. 1B) must be shown as a governing publication in Section B of the tender in order for the tender to be considered for DOD freight. Tenders may not be made subject to any other publications for application of the rates and charges therein. The publications (and successive reissues thereof) listed below shall be considered as part of this rules publication and will not be listed in Section B of the tender form.

a. National Motor Freight Classification (NMFC), Tariff ICC NMF 100-series, published by the National Motor Freight Traffic Association, Inc., Agent, 2200 Mill Road, Alexandria, VA 22314 (commodity item numbers, descriptions, packing, and packaging only).

b. Defense Table of Official Distances (DTOD), commercially known as PC\*Miler. DTOD is the official mileage guide for DOD freight shipments. Mileage will be calculated based on the DTOD version in effect on the date of shipment pickup. DTOD mileages shall apply to all DOD freight shipments made on or after April 1, 1999. DTOD is sometimes referred to in this publication as the “governing mileage guide,” and “applicable mileage” refers to the applicable mileage reference in DTOD. (See ITEMS 52, 300, and 400). Additional information regarding DTOD can be found at:

dtod-mtmc.belvoir.army.mil

- c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American Trucking Associations, Agent.
- d. MTMC Class Rate Publication No. 100-series.
- e. Continental Directory of Standard Point Location Codes (SPLC), ICC NMF 102-series, published by the National Motor Freight Traffic Association, Inc., Agent, 2200 Mill Road, Alexandria, VA 22314.
- f. Directory of Standard Multi-Modal Carrier and Tariff Agents Codes (SCAC/STAC), ICC NMF 101-series, published by the National Motor Freight Traffic Association, Inc., Agent.
- g. Closed Circuit Television Guidelines: Field Manual 19-30, Physical Security, March 1979, published by US Army Publications Distribution Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-2893.

**ITEM 5 (continued)**

3. When rules, regulations, charges, or other provisions provided by MTMC in specific publications, including Guaranteed Traffic Solicitations, differ from or conflict with the provisions of this publication, the provisions contained in the specific publication or solicitation will apply, but only to specific movements named therein.
4. Carriers must independently select the accessorial services to be offered and complete each of their tenders in accordance with the tender instructions.
5. References to “less than 10,000 pounds” and “10,000 pounds and greater” in Item 17, Section A, and the words “less-than-truckload” in Table D, Section E, of the DOD Standard Tender, will not restrict or prevent the application of a carrier’s rates in MTMC Class Rate Publication No. 100 series from applying to shipments in all weight categories, nor will such reference restrict or prohibit the alternation of these rates with the carrier’s other rates and charges to produce the lowest charge for the shipment.

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**ITEM 13**

**ACCESSORIAL SERVICES**

1. All motor accessorial services used in this publication are listed in ITEM 1005. Each accessorial service is described in the ITEM in which its three-character ANSI code appears in the title. With the exception of single-factor charges (e.g. Spot Bid), charges for each accessorial service are payable in addition to the linehaul charges, provided:
  - a. The Shipper or other authorized official has requested the service by clearly and specifically annotating the BOL (or if omitted, by retroactively using PowerTrack eBill); and
  - b. The carrier actually provided the service
2. In general, linehaul charges are not affected by the provision of accessorial services, with some exceptions (e.g. ITEMS 105, 215).
3. Charges for accessorial services will be chargeable to the appropriation designated by the military department or Government agency which has jurisdiction over the activity where the charges actually accrued. Requests for payment of these charges will be made through PowerTrack.
4. Protective services, which are described in Section 2, are also considered accessorial services.
5. When filing tenders, carriers may offer all, some, or none of the accessorial services described in this publication. If a carrier offers an accessorial service, the relevant ITEM (i.e. the one containing the three-character accessorial code in its title) is binding. An ITEM in which no three-character ANSI codes appear in its title is always binding.

**ITEM 15**

**AMENDING THIS PUBLICATION**

1. This publication will be amended from time to time on an “as-needed” basis.
2. Changes (other than those correcting typographical errors, page layouts, etc.) to this publication will be publicized in writing using at least one of the following methods:
  - a. Announcement in the Federal Register
  - b. Automated announcement by fax to carriers. (DSC maintains a database of carrier fax numbers. Carriers are encouraged to provide updated fax numbers to DSC Customer Service at 800-526-1465.)
  - c. Postings to MTMC’s website
3. Federal Register announcements are available by doing an online search at:

[www.nara.gov/fedreg](http://www.nara.gov/fedreg)

4. Each amended ITEM will bear its most recent change number in its title line and in the table of contents. The dates of each change to the original edition will appear in the Table of Contents and in ITEM 1015. See ITEM 1015 for details. Change numbers refer to ITEM numbers, not page numbers.
5. The latest version of this publication will be available on MTMC’s website:

[www.mtmc.army.mil/freight/rules](http://www.mtmc.army.mil/freight/rules)

The right side of the footer on each page (except the cover sheet of each Section) will give the effective date. The left side of all but the Original Edition will read: Includes Changes through Change \_\_\_\_\_. The footers will thus appear as follows:

Includes Changes through Change \_\_\_\_ [#] \_\_\_\_\_ Effective: \_\_\_\_\_, 20\_\_

6. Each Section will have a separate page numbering system, e.g. Page 2-3 indicates the third page of Section 2. Changes in any particular section which are of sufficient length to affect page numbering will result in the renumbering of the pages from the affected page until the end of the section. Readers who maintain a hardcopy of this publication are therefore advised to, at a minimum, download, print, and replace all renumbered pages accordingly.
7. Suggestions for amendments to this and other MTMC Freight Rules Publications may be sent by any interested party to MTMC. For this purpose, MTMC has developed a “Rules Feedback” form, which can be found (and completed) online at:

[dsc.mtmc.army.mil/rules/feedback](http://dsc.mtmc.army.mil/rules/feedback)

**ITEM 16**

**ELECTRONIC COMMERCE/ELECTRONIC DATA INTERCHANGE**

1. Electronic Commerce (EC) is the electronic exchange of routine business documents between trading partners. Electronic Data Interchange (EDI) is a type of EC. EDI is the computer-to-computer exchange of routine business documents in machine-readable form. EDI utilizes publicly-defined standards of the American National Standards Institute (ANSI).

2. To participate in the DOD EC/EDI program, all commercial trading partners (e.g. carriers, vendors) must execute an EC/EDI Trading Partner Agreement (TPA) and comply with applicable instructions, standards, and conventions. The EC/EDI Trading Partner Guide for Defense Transportation is available under "Freight Transportation" on MTMC's website at:

[www.mtmc.army.mil](http://www.mtmc.army.mil)

DOD EDI implementation conventions are available at:

<http://www.lmi.org/lmi/dtedi>

3. Participation in the EDI program requires compliance with published ANSI Accredited Standards Committee X12 standards and DOD EDI implementation conventions when electronically exchanging transportation or transportation-related data with DOD transportation components or their agents. The commercial EDI trading partner must be capable of:

a. Electronically exchanging shipment, rate, and award information;

b. Securing freight payment services for the DOD using the value-added US Bank PowerTrack service;

c. Receiving Electronic Funds Transfer (EFT); and

d. Providing delivery and/or shipment status reports to PowerTrack and/or US TRANSCOM (or its component commands) through DOD's EC Infrastructure.

4. Commercial vendors/carriers who exchange EDI transactions with DOD transportation components or their agents may exchange business data through third-party value-added-networks (VANs) which must be compatible with the DOD system or DOD's ECI.

5. In compliance with the National Debt Reduction Act, all vendors wishing to do business with the DOD or receive payments for goods or services must be registered in the Central Contractor Register (CCR). Further information on CCR registration is available at:

<http://ccr.edi.disa.mil/ccragent/plsql/ccr.welcome>

6. Points of Contact:

a. For information pertaining to CCR/TPA, call 703-428-2915, or write:

HQ MTMC  
Office of the Deputy Chief of Staff for Information Management  
ATTN: MTIM-I (EC/EDI Coordinator)  
200 Stovall Street (Hoffman II Building)  
Alexandria, VA 22332-5000

b. For information about Tender submission by Electronic Data Interchange, call 703-428-2143, or write:

HQ MTMC  
Automation Systems Team  
Ms. Eunice Anderson  
200 Stovall Street (Hoffman II Building)  
Alexandria, VA 22332-5000

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**ITEM 18**

**ELECTRONIC SPOT BID APPLICATION**

1. The single-factor charge for Spot Bid shipments includes both the line haul and all required accessorial/protective services identified by the shipper at the time of solicitation. This single-factor charge does not alternate with any other rates or tenders. This non-alternation for Spot Bid takes precedence over any alternation rule found elsewhere in this publication.
  2. If a requirement for any additional accessorial/protective service(s) is identified:
    - a. After solicitation but before pickup: the solicitation (and award, if applicable) will be cancelled, and the shipment resolicited to include the additional services.
    - b. During/after pickup: the charges for the additional requirements will be negotiated with the carrier by DSC and/or the TO. A basis for comparison for such negotiations may be rates on file for accessorial/protective services shown in current approved carrier voluntary tenders.
  3. If the need for fewer accessorial/protective services is identified after solicitation but before pickup, DOD reserves the right to cancel the award and resolicit the shipment based on the new requirements.
  4. The rules in this publication will apply to shipments awarded via the Electronic Spot Bid process.
  5. Spot Bids will be processed through the Deployment Support Command (DSC) on behalf of those TOs who are unable to do so.
  6. Shipments covered by Guaranteed Traffic will not be offered for Spot Bid.
  7. Shipments which are Overweight or Overdimensional or require any of the services listed in Section 5, will be offered exclusively through the Spot Bid process, unless MTMC determines that special circumstances (e.g. surges in demand, national emergencies) exist which make it unfeasible for such shipments to be awarded exclusively under Spot Bid. Driveaway and Driveaway/Towaway shipments will be offered exclusively under Spot Bid.
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**ITEM 19**

**POWER TRACK**

1. PowerTrack is an electronic freight transaction tracking and payment system that eliminates the paperwork traditionally associated with transportation processes. Its many features include rapid payment, capturing of freight data, streamlining freight accounting, and simplified billing procedures. The Secretary of Defense has mandated the use of PowerTrack for most procurements of DOD transportation, including all procurements covered by this publication. Therefore, effective September 30, 2000, carriers, even if otherwise qualified, which are not PowerTrack certified will not be eligible to carry any DOD freight which is subject to the rules of this publication.
  2. When discrepancies arise which affect freight payments, PowerTrack provides online tools to enable a quick resolution of any disputed charges. In particular, PowerTrack's eBill process can be used for adjustments to various freight charges (e.g. accessorials, detention, demurrage).
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3. Payment of charges for transportation services shall be made only upon completion of the services as evidenced by the carrier or the carrier's agents certification of delivery at destination. Such certification shall be made electronically using PowerTrack, and shall not be made until the shipment has actually been delivered. Any certification of delivery prior to actual delivery could result in the disqualification or disbarment of the carrier from government transportation programs and procurements.

4. Carriers wishing to become PowerTrack certified should contact US Bank at 612-973-6597 or 1-800-417-1844 as soon as possible. Additional information on PowerTrack is available at:

[www.usbank.com/powertrack](http://www.usbank.com/powertrack)

5. This publication presupposes the use of PowerTrack, and its language is based on PowerTrack procedures. Nonetheless, in some locations PowerTrack may not yet be available. In such cases only, paper GBLs may continue to be used for a limited time pending installation of PowerTrack at those locations, and the PowerTrack procedures described in this publication will not apply.

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**ITEM 21**

**SERVICES NOT OTHERWISE SPECIFIED**

When a carrier performs services that are required for normal movement of freight shipments and such services are neither identified in this rules publication nor covered by the carrier's tender, the charges for those services will be negotiated with the carrier by MTMC and/or the TO. Rates published in carrier tariffs and/or other carrier publications will not apply.

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## **SECTION 2**

### **SECURITY SERVICE RULES**

**Only carriers with DOD approval to transport secret materials and shipments of arms, ammunition and explosives may offer DDN, PSS, SEV, or SNS services.**

**Carriers which are not restricted from handling Class 1, Division 1.4 (Class C), sensitive munitions, or other hazardous shipments may offer DDP, CIS, MVS, MNS, or 675 services.**

**The Security Services described in this section may not be offered by Brokers, Freight Forwarders, Shipper Agents, or Shipper Associations except with prior approval by MTMC on a case-by-case basis.**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 30**

**CONSTANT SURVEILLANCE SERVICE (CIS)**

1. Constant Surveillance Service (CIS) consists of the following requirements:

a. Continuous responsibility for constant surveillance and custody of the shipment in transit. Such attendance and surveillance shall prevent all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage, and, insofar as humanly possible, safeguard against all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbances.

b. Unless otherwise stated, when not being driven, a vehicle must be attended at all times by a qualified representative of the carrier. A vehicle is "attended" when the person responsible for the shipment is awake and is either in the vehicle (not in a sleeper berth) or within 100 feet of the vehicle and has the vehicle within his/her constant, unobstructed view. A qualified representative is a person employed by the carrier or the terminal involved in handling of shipments; designated by the carrier/terminal to attend the vehicle; aware of the sensitivity of material moving under CIS; knowledgeable about the safety, security, and emergency procedures that must be followed; and has the means, capability, and authority to move the vehicle.

c. For brief stops en route, the vehicle or shipment must be attended.

d. When circumstances require lengthy stops en route, carriers will ensure that the vehicle is parked only at a carrier terminal, a state- or locally-approved safe haven under 49 CFR, or during emergencies, in a DOD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or local safe haven, a qualified carrier or terminal representative must keep the shipment in full view and stay within 100 feet of the vehicle or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence, is continuously patrolled by a representative of the carrier or terminal, and is under the general observation of a qualified carrier or terminal representative at all times. As an alternative, a shipment may be placed in a security cage.

e. The trailer or vehicle containing the material must always be connected with the power unit (tractor) during shipment except when stopped at a DOD contractor activity for loading/unloading; at a carrier terminal for servicing; at a carrier-designated point where the driver maintains continuous surveillance over the shipment while disconnected; at a state or local safe haven location which meets the terminal security standards of subparagraph d above; or, in emergencies, at a DOD safe haven or refuge location.

f. The tractor must be equipped with a working mobile communications unit, such as a citizens band (CB) radio unit or cellular telephone, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance.

g. Carrier must be able to trace a shipment in less than 24 hours.

h. Carrier or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed-upon delivery date.

i. Carrier (and all drivers) must be in full compliance with the requirements of ITEM 31.

j. Signature and Tally Record Service (675) per ITEM 45. 675 is included in the cost of CIS.

k. Single line-haul required.

l. No trip lease.

m. Carriers must ensure that driver(s) are well-versed on how to obtain DOD safe haven/refuge and state and local law enforcement assistance, as well as the actions they must take to comply with all requirements of this ITEM.

2. To request CIS, Shipper shall notify the carrier in advance, and annotate the BOL as follows:

"Constant Surveillance Service Requested. Signature and Tally Record (DD Form 1907) furnished to carrier."

**ITEM 30 (continued)**

3. CIS will be subject to the following charges:

1 to 500 miles:	CIS(1) \$_____per mile per vehicle or dromedary
501 to 1,000 miles:	CIS(2) \$_____per mile per vehicle or dromedary
1,001 to 1,500 miles:	CIS(3) \$_____per mile per vehicle or dromedary
1,501 to 2,000 miles:	CIS(4) \$_____per mile per vehicle or dromedary
2,001 to 3,000 miles:	CIS(5) \$_____per mile per vehicle or dromedary
Over 3,000 miles:	CIS(6) \$_____per mile per vehicle or dromedary
Minimum Charge:	CIS(7) \$_____per vehicle or dromedary

If carrier's operations require an extra driver to provide CIS for shipments moving in excess of 500 miles, then charges for those mileage brackets should be adjusted accordingly.

4. SECURITY CAGE STANDARDS

GENERAL: Security cages will be fabricated from commercial steel grating panels. Walls, doors, floors, and ceiling must provide protection equivalent to the steel grating to preclude forced entry. Doors must have DOD approved padlocks (equivalent to American 200 series) and hasp systems and connecting hardware must be welded or otherwise secured to deter unauthorized entry.

WALLS: Constructed of structural steel angle and expanded steel grating. Building walls also may be used which provide equivalent security to form sides(s). (Example: Double-course reinforced or filled concrete block.)

FLOORS: Made of asphalt or reinforced concrete or wood if reinforced with steel floor plating.

CEILING: Same material as wall or floor. Minimum height: 8 feet. Frame: metal. Hinges: welded hinge pins. Locks: DOD approved (equivalent to American 200 series) security locks and hasps.

CONNECTING DEVICES: Welded, peened, or otherwise installed so as to deter unauthorized entry.

WINDOWS/OPENINGS: Expanded steel grating, anchored in metal frame, secured in same manner as door.

ALTERNATIVE: As an alternative to a security cage, a CONEX, dromedary, or similar heavy container which is sealed and locked with a DOD approved (equivalent to American 200 series) lock may be used in buildings which are locked, guarded, or alarmed. In lieu of locking the containers, they may be placed with doors against each other or against a substantive building wall.

5. TERMINAL SECURITY STANDARDS

Carriers may utilize Closed Circuit Television (CCTV) in lieu of, or to augment, terminal security personnel if such use will provide equivalent or enhanced observation of the shipment/area protected and/or entry/exit control points, under the following conditions:

- a. MTMC prior written approval of each proposed CCTV utilization.
- b. The TV monitor will be continuously monitored when a shipment requiring protection is present in the terminal.
- c. Terminal/security personnel must be capable of and available for immediate response to detached intrusions/incidents.
- d. CCTV guidelines contained in FM 19-30, Appendix L, apply.

**ITEM 31**

**DOD DRIVER IDENTIFICATION REQUIREMENTS**

1. DOD requires all commercial drivers employed to handle shipments (both TL and LTL) moving under the following transportation protective services: CIS, DDP, DDN, MVS, MNS, PSS, SEV, SNS to carry adequate identification which verifies their affiliation with the carrier(s) named on the BOL. From the documents provided, shippers must be able to verify each driver's affiliation with the origin carrier named on the BOL.
  2. Carriers must ensure that their drivers handling such shipments carry a valid driver's license and medical qualification card, employee record card, or similar documents, one of which must contain the driver's photograph.
  3. For carriers cleared to handle SECRET shipments, the rules contained in the Industrial Security Manual (Para 8, DOD 5220.22-M and Paragraph 11.A(10), Section 111, DOD5220.22-C) shall apply.
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**ITEM 35**

**DUAL DRIVER PROTECTIVE SERVICE (DDP) (DDN)**

1. Dual Driver Protective Service (DDP) or Dual Driver Protective Service with National Agency Check (DDN) consists of the following requirements:
  - a. Continuous responsibility for constant surveillance and custody of a shipment through the use of two (dual) qualified drivers in the same line-haul vehicle. Such attendance and surveillance shall prevent all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage, and, insofar as humanly possible, safeguard against all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbances.
  - b. Unless otherwise stated, when not being driven a vehicle must be attended at all times by a qualified representative of the carrier. A vehicle is "attended" when the person responsible for the shipment is awake and is either in the vehicle (not in a sleeper berth) or within 25 feet of the vehicle and has the vehicle within his/her constant, unobstructed view. A qualified representative is a person who is employed by the carrier or the terminal involved in handling of shipments; designated by the carrier/terminal to attend the vehicle, aware of the sensitivity of material moving under DDP or DDN; knowledgeable of the safety, security, and emergency procedures that must be followed; and is authorized and has the means and capability to move the vehicle.
  - c. For brief stops en route, the vehicle or shipment must be attended.
  - d. When circumstances require lengthy stops en route, carrier will ensure that the vehicle is parked only at a carrier terminal, a state- or locally-approved safe haven under 49 CFR, or during emergencies, in a DOD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or local safe haven, a qualified carrier or terminal representative must keep the shipment in view and stay within 25 feet of the vehicle or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence, is continuously patrolled by a representative of the carrier or terminal, and is under the general observation of a qualified carrier or terminal employee at all times. Shipments under DDN must be checked at least once every 30 minutes. As an alternative, a shipment may be placed in a security cage. (See ITEM 30, paragraph 4.)
  - e. The vehicle conveying the shipment must remain connected with the power unit (tractor) during shipment except when stopped at a DOD activity/contractor for loading/unloading; at a carrier terminal for servicing; at a carrier-designated point where the driver(s) maintains continuous attendance and surveillance over the shipment while disconnected; at a state or local safe haven location which meets the terminal security standards of subparagraph (d) above; or, in emergencies, at a DOD safe haven or refuge location.

**ITEM 35 (continued)**

f. The tractor must be equipped with a working mobile communications unit, such as a mobile citizens band (CB) radio unit or cellular telephone, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance. Both drivers must be capable of using the unit to make the contact.

g. Carrier must be able to trace a shipment in less than 24 hours.

h. Carrier or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed-upon delivery date.

i. Carrier (and all drivers) must be in full compliance with the requirements of ITEM 31. For DDN shipments, drivers will have a copy of their NAC verification available for inspection at all times. The shipping activity is responsible for verifying the NAC prior to releasing a DDN shipment. If the driver cannot produce the verification letter, the shipping activity can verify the NAC through HQMTMC, Office of Force Protection, telephone 703-428-3248 or DSN 328-3248, or through the carrier.

j. Signature and Tally Record Service (675) per ITEM 45. 675 is included in the cost of DDN or DDP. Both drivers are required to sign the Signature and Tally Record when they assume initial responsibility for the shipment.

k. DDN requires and includes the cost of Exclusive Use of the vehicle or dromedary (EXC) per ITEM 105. DDP neither requires nor includes the cost of EXC.

l. Single line-haul.

m. No trip lease.

n. Carriers will ensure that drivers are well-versed on how to obtain DOD safe haven/refuge and state and local law enforcement assistance, as well as actions they must take to comply with all the requirements of this ITEM.

2. To request DDP or DDN, Shipper shall notify the carrier in advance, and respectively annotate the BOL as follows:

“Dual Driver Protective Service (DDP) Requested.  
Signature and Tally Record (DD Form 1907) furnished to carrier.”  
or

“Dual Driver Protective Service with National Agency Checks (DDN) Requested.  
Signature and Tally Record (DD Form 1907) furnished to carrier.”

3. Carriers providing DDN shall permit a National Agency Check (NAC) on all management and operational personnel involved. Management personnel include (as applicable): owners, partners, principal deputies, board members, and company managers responsible for liaison with DOD operations. Operational personnel include: drivers, handlers, terminal, and security personnel hired permanently or temporarily by the company to protect DOD cargo.

4. a. DDP will be subject to the following charges:

1 to 500 miles	DDP(1) \$_____ per mile per vehicle or dromedary
501 to 1,000 miles	DDP(2) \$_____ per mile per vehicle or dromedary
1,001 to 1,500 miles	DDP(3) \$_____ per mile per vehicle or dromedary
1,501 to 2,000 miles	DDP(4) \$_____ per mile per vehicle or dromedary
2,001 to 3,000 miles	DDP(5) \$_____ per mile per vehicle or dromedary
Over 3,000 miles	DDP(6) \$_____ per mile per vehicle or dromedary
Minimum Charge	DDP(7) \$_____ per vehicle or dromedary



**ITEM 40 (continued)**

c. For brief stops en route, the vehicle or shipment must be attended.

d. When circumstances require lengthy stops en route, carrier will ensure that the vehicle is parked only at a carrier terminal, a state- or locally-approved safe haven under 49 CFR, or during emergencies, in a DOD safe haven or refuge location. When a vehicle is parked in a carrier terminal or at a state or local safe haven, a qualified carrier or terminal representative must keep the shipment in view and stay within 25 feet of the vehicle or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence, is continuously patrolled by a representative of the carrier or terminal, and is under the general observation of a qualified carrier or terminal employee at all times. Shipments under PSS must be checked at least once every 30 minutes. As an alternative, a shipment may be placed in a security cage. (See ITEM 30, paragraph 4.)

e. If time or distance preclude delivery on the day of pickup, the vehicle/shipment must be attended at all times, including overnight. A SECRET shipment that is unloaded from the vehicle during stopovers must either be under the constant surveillance of a cleared carrier representative or placed in storage in a closed area, vault, or strongroom as prescribed in the Defense Industrial Security Manual. In those cases in which SECRET shipments, such as a missile, may require outside storage, special protective measures shall be taken to include constant and continuous surveillance by at least one cleared carrier representative. Alternatively, the material may be stored in a vault-type structure approved by the Defense Security Service.

f. The trailer or vehicle containing the PSS shipment must always be connected with the power unit (tractor) except when stopped at a DOD activity for loading/unloading; at a carrier terminal for servicing; or at a carrier-designated point where the driver(s) maintain(s) continuous attendance and surveillance over the shipment.

g. The tractor moving a PSS shipment must contain a working mobile communications unit, such as a citizens band (CB) radio or cellular telephone, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance. Both drivers must be capable of using the unit to make contact.

h. Carrier (and all drivers) must be in full compliance with the requirements of ITEM 31.

i. Signature and Tally Record Service (675) per ITEM 45. 675 is included in the cost of PSS. Both drivers are required to sign the Signature and Tally Record when they assume initial responsibility for the shipment.

j. Exclusive Use of the vehicle or dromedary service (EXC), per ITEM 105. EXC is included in the cost of PSS.

2. To request PSS, Shipper shall notify the carrier in advance, and annotate the BOL as follows:

“Protective Security Service Requested. Signature and Tally Record (DD Form 1907) Furnished to Carrier”

3. PSS will be subject to the following charges:

1 to 500 miles	PSS(1) \$ _____ per mile per vehicle or dromedary
501 to 1,000 miles	PSS(2) \$ _____ per mile per vehicle or dromedary
1,001 to 1,500 miles	PSS(3) \$ _____ per mile per vehicle or dromedary
1,501 to 2,000 miles	PSS(4) \$ _____ per mile per vehicle or dromedary
2,001 to 3,000 miles	PSS(5) \$ _____ per mile per vehicle or dromedary
Over 3,000 miles	PSS(6) \$ _____ per mile per vehicle or dromedary
Minimum Charge	PSS(7) \$ _____ per vehicle or dromedary



**ITEM 45**

**SIGNATURE AND TALLY RECORD SERVICE (675)**

1. Signature and Tally Record Service (675) consists of the following requirements:

a. Each person responsible for handling the shipment will sign a Signature and Tally Record (DD Form 1907) at specified stages of its transit from origin to destination. Specifically, carrier will require each person responsible for the shipment (e.g. terminal manager, all drivers, dock foreman) to personally sign the Signature and Tally Record, and upon delivery obtain the consignee's signature in the designated space on Form 1907.

b. Driver(s) must sign DD Form 1907 upon assuming initial responsibility for the shipment. When 675 is part of a protective service requiring more than one driver (e.g. DDP, DDN, PSS), both drivers are required to sign when they assume initial responsibility for the shipment.

c. In terminal areas, the vehicle containing the 675 shipment must be under the control of the last person signing the DD Form 1907.

d. Carrier must be able to trace a shipment in less than 24 hours upon request.

2. To request 675, Shipper shall annotate the BOL as follows:

“Signature and Tally Record requested. DD Form 1907 furnished to carrier.”

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_

3. 675 is subject to the following charges: 675(1) \$ \_\_\_\_\_ per shipment.

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**ITEM 47**

**SATELLITE MOTOR SURVEILLANCE SERVICE (SNS)**

1. Satellite Motor Surveillance Service (SNS) requires the Carrier and its chosen Vendor (see paragraph 5) to carefully follow the detailed technical instructions of this ITEM so that DTTS (see paragraph 4) is advised of

a. Periodic updates of the location and status of the shipment, as described in paragraph 8.

b. All emergency situations. (see paragraphs 6 and 9)

2. To request SNS, shipper will notify the carrier in advance (48 hours or more if possible) and annotate the BOL as follows:

“Satellite Motor Surveillance Service (SNS) requested. In the event of SNS system failure, driver will immediately notify dispatcher who will contact DTTS at 1-800-826-0794. In such cases, driver must subsequently provide DTTS a telephonic location/status report every four (4) hours, with a final telephonic report upon delivery at destination.”

3. SNS is subject to a charge of SNS(1) \$ \_\_\_\_\_ per mile, subject to a minimum charge not to exceed SNS(2) \$ \_\_\_\_\_ per vehicle or dromedary.

4. The Defense Transportation Tracking System (DTTS) is an automated system managed by the US Navy which uses satellite technology to track selected shipments on a round-the-clock basis. The DTTS Program Manager can be contacted at:

tel: 301-744-6058  
fax: 301-744-6087

**ITEM 47 (continued)**

5. The Vendor is a commercial company, which:

a. is employed by the carrier for the purposes of jointly providing SNS service; and

b. is qualified by DTTS. To qualify, a prospective vendor must contact DTTS, which will review the company's capabilities. If found suitable to proceed to a test phase, DTTS will then require the prospective vendor to demonstrate its abilities to meet SNS requirements by conducting one or more shipments under various conditions. If DTTS determines that that all (including FCC) requirements have been satisfied, it will advise MTMC that the vendor is approved for SNS service.

6. An EMERGENCY is defined as any "situation" associated with an SNS shipment that endangers the general public, the carrier's personnel/equipment/facilities, the shipment, or threatens national security. The broad term "situation" includes, but is not limited to, accidents, fire, hijacking, theft, civil disturbance, and threatened or real attack. All accidents shall be considered emergencies.

7. Vendors and carriers must collectively meet the following general requirements

a. A carrier truck newly equipped with SNS capability or re-equipped for maintenance or upgrade reasons must be registered and successfully tested by DTTS prior to being included in the DTTS Cross References File of trucks authorized to provide SNS service. Registration must include: (a) power unit (tractor) number, (b) satellite transceiver identification number (not to exceed 16 upper case ASCII alphanumeric printable characters), (c) the manufacturer, model year, and color of the power unit, and any other characteristics of the power unit to help DTTS successfully identify it to POLICE in the event of an EMERGENCY.

b. Vendor will maintain a separate mail box/transfer file to hold DTTS hourly (routine) vehicle location reports and status messages. Data from all carriers utilizing the services of this vendor will be entered into one government mail box/transfer file for downloading by the DTTS. Data for any given satellite transmission destined for DTTS will be maintained on-line until successfully transferred by the DTTS central site computer. EMERGENCY messages will be transferred immediately to DTTS in accordance with paragraph 9 below. Data that has been successfully transferred to DTTS will be deleted by the vendor from the DTTS mail box/transfer file.

c. SNS equipment installed on carrier vehicles, including the emergency alert feature, must be Y2K compliant and provide 24-hour uninterrupted service, including 2-way communication capability between the driver and dispatcher while transporting a DOD shipment. (Exception: when vehicles are in an authorized protected environment, such as a carrier terminal or military safe haven.) Additionally, the carrier SNS monitoring station must be continually manned by a qualified individual capable of providing prompt professional assistance in response to DTTS inquiries when an SNS shipment is in-transit on one of its trucks. The carrier must also ensure that the Vendor provides continuous messaging and positioning service, including immediate notification of EMERGENCY button activations by drivers.

8. TRACKING PROCEDURES/REQUIREMENTS:

a. Enabling DTTS Service:

(1) Prior to beginning SNS for a shipment, normally when initially arriving at a shipment pickup point, the vehicle driver will enable DTTS tracking by transmitting a message alerting the carrier's Vendor to begin entering subsequent shipment location and status change message packets into the DTTS mail box/transfer file. Alternatively, this function may be performed by the carrier dispatcher or other carrier official.

(2) The Vendor will provide the driver with "on-screen" verification that DTTS service has been enabled. The driver will not send any other DTTS messages or depart a protected environment with the shipment until receiving this verification.

(3) The Vendor will report initialization of SNS service from the driver in the DTTS mail box/transfer file as a standard DTTS message using the "B" status message.

**ITEM 47 (continued)**

b. Loading. When loading any new shipment on the vehicle, the driver will send an "L" status message. The text portion will include the shipment pickup point and the shipment ID (BOL Number, etc.) for each shipment being loaded.

c. Departing Protected Environment. Immediately upon departing origin or any other protected environment, the driver will provide DTTS with a "D" status message.

d. Equipment/System Problems Enroute. In the event of SNS equipment or system failure while in transit, the driver will immediately notify his/her dispatcher, who will in turn immediately contact DTTS at 1-800-826-0794. The driver will subsequently provide DTTS a telephonic location/status report every four (4) hours, with a final telephonic report upon delivery at destination.

e. Changes in Shipment Status. After departing origin with a shipment, the driver will report any change in the shipment in-transit status (e.g., in carrier terminal, transferring the shipment to another vehicle, on a military installation, etc.) using one of the standard messages in paragraph 10. Whenever a shipment is physically removed from a tractor while enroute (e.g. a trailer is disconnected from a tractor while in a military safe haven, the driver will send an "C" status message.

f. Hourly Updates. At least one hourly position report, which may include automatic status "P" reports, must be received whenever the shipment is not in a protected environment, i.e., in "D" shipment status. While in authorized protected environments, providing hourly updates is at carrier's option.

g. Carrier Terminal. Driver will send a "T" status message when entering a carrier terminal. DTTS assumes shipments that enter a terminal on a given vehicle may not depart on that same vehicle. Prior to departing a terminal with a DTTS shipment, drivers will utilize the same procedures as when picking up and departing origin. This includes:

(1) Enabling DTTS service. (subparagraph a)

(2) Sending an "L" status message listing the terminal location and the shipment ID of all shipments on the vehicle subject to DTTS tracking. (subparagraph b)

(3) Sending a "D" status message immediately upon departing the terminal. (subparagraph c)

h. Awaiting Offload. Upon arriving at the destination for a DTTS shipment, the driver will send an "A" status message.

i. Offload at Destination. When a shipment has been physically offloaded at destination, the driver will send an "O" status message.

j. Disabling DTTS Service.

(1) After the last DTTS shipment has been offloaded, the driver will immediately send a message alerting the carrier's SNS vendor to stop entering subsequent shipment location and status change message packets into the DTTS mail box/transfer file. Alternatively, this function may be performed by the carrier dispatcher or other carrier official.

(2) The Vendor will provide the driver with "on-screen" verification that DTTS service has been disabled.

(3) The Vendor will report this discontinuance of SNS service in the DTTS mail box/transfer file as a standard DTTS message using the "S" message status.

**ITEM 47 (continued)**

9. EMERGENCY MESSAGES. The driver will immediately report an EMERGENCY by pressing (with a single stroke) a special emergency button. This button must be located in the vehicle within easy reach of the driver. Total elapsed time, from pressing of the EMERGENCY button by the driver to Vendor notification to DTTS, shall not exceed 2 minutes.

a. The Vendor will immediately transfer any EMERGENCY message received to DTTS via automatic computer interface. Notification of the incoming EMERGENCY and attempted transfer to DTTS will simultaneously be passed to Vendor staff. As a back-up step, Vendor staff will immediately notify DTTS via telephone at 1-800-826-0794 if they determine the attempted automatic computer interface transfer was unsuccessful.

b. DTTS will provide necessary login, password, and telephone numbers for computer interface. Computer interface will be accomplished using dialup line, async communication meeting or exceeding 2400 bps; or other mutually-agreed methodology. Messages will be transferred using XMODEM file transfer protocol, or other mutually agreed protocol. Vendor shall bear the cost of connecting to the DTTS computer by dial-up line.

c. EMERGENCY messages will use the standard interface record layout per paragraph 10 below, with a status code of "E". If phone interface is used, the Vendor must provide all of the data elements specified in the standard record layout.

d. The carrier has primary responsibility for notifying POLICE in the event of an EMERGENCY.

e. If a driver wishes to test an EMERGENCY button, a "U" status message advising DTTS of the intended test should be sent to DTTS at least one hour prior to the EMERGENCY button being pressed. Alternatively, a telephone call may be made to the DTTS central site just prior to the button being pressed.

10. STANDARD INTERFACE. Vendor will use the following standard interface structure to transfer driver messages and position reports to DTTS:

a. Communication. The Vendor will provide the capability for the DTTS computer to connect to the Vendor computer using a dialup line meeting or exceeding 2400 bps asynchronous communication, or other mutually agreeable methodology. DOD will pay the cost of connecting to the Vendor computer by dial-up line, except when Vendor elects to provide access via a toll-free line.

b. Handshaking. At Vendor discretion, preliminary handshaking may be required after DTTS has connected to the Vendor computer. This may include verification of a login/password provided by the Vendor and passing of a request to transfer data in the DTTS mail box.

c. File transfer protocol. Data will be transferred using XMODEM file transfer protocol, or other mutually-agreed protocol.

d. Record layout. Status/position messages will be transferred as variable length records delimited by an ASCII LF (decimal 10). Following transfer of the last record in the mail box/transfer file, which will also be delimited by an LF, the vendor will transmit an end of file marker (decimal 26). With the exception of record and end of file delimiters, all data elements will consist of ASCII printable characters. Each record will use the following format:

Field	Offset	Length	Picture	Remarks
Transmitter ID	0	16	16X	
Latitude	16	7	6N1A	NOTE 1
Longitude	23	8	7N1A	NOTE 2
Date/Time	31	14	14N	NOTE 3
Reserved	45	12	12X	NOTE 4
Shipment Status	57	1	1A	NOTE 5

Text	58	60	60X	NOTE 6
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NOTE 1: First 6 bytes use format DDDMMSS. Last alpha character indicates either “N” (North) or “S” (South) Latitude, e.g., 390108N.

NOTE 2: First 7 bytes use format DDDMMSS. Last alpha character indicates “W” (West) or “E” (East) Longitude, e.g., 0960803W.

NOTE 3: Data (Greenwich Mean Time) of position report expressed in the format MMDDYYYYHHMMSS, e.g., 08151988091533 = August 15, 1988, 09 hours, 15 minutes, 33 seconds (GMT).

NOTE 4: Reserved for future use, e.g., sensor status readings.

NOTE 5: Current status using following codes:

B = Begin Tracking (Text message optional) This packet provides an audit trail of the date/time the driver implements the requirement in paragraph 8 to begin sending data to the DTTS mailbox.

L = Loading New DTTS Shipment. In text portion of data packet, provide activity name and each BOL subject to DTTS tracking being loaded on the vehicle. If this exceeds space provided for one text message, submit as many additional status “L” message packets as necessary.

D = Departing Protected Environment. Used to provide notice of departure from a military/commercial activity, carrier terminal, or other protected environment where the previous shipment status would have been L, T, M, A or O. Status code D places the shipment into a movement status for DTTS tracking purposes, and hourly position reports are required.

P = Current Position. (No text message) This packet may be preprogrammed by the vendor to automatically generate location data at the required hourly intervals. The position reported must be within one quarter mile of the actual vehicle location.

T = Carrier Terminal. In text portion of data packet, provide location of terminal, area code, and phone number the DTTS staff can use to obtain further information, if necessary.

C = Changing Equipment. Whenever a shipment is transferred from one tractor to another, provide the identification number(s) of the new tractor(s) and the BOL number. Example: “800, C22222201.” If this exceeds space provided for one text message, submit as many additional status “C” message packets as necessary. (The driver of a tractor receiving a DTTS shipment will follow procedures in paragraph 8a(1), while the driver of a tractor terminating a DTTS shipment will follow procedures in paragraph 8j.)

U = Unusual Delay/Other.

(1) Unusual Delay - explain reason in text portion of message packet.

(2) Other - provide information such as estimated time of arrival at destination which is not covered under other status message packets, or explain an emergency situation message.

M = Military Safe Haven. In text portion of data packet, provide activity name, area code and phone number the DTTS staff can use to obtain further information, if necessary.

A = Arrived at Activity and Awaiting Off load. This status code should be sent only if the arriving truck already has a DOD ordnance shipment on it being transported under SNS. In text portion of data packet, provide activity name and, if a commercial activity, an area code and phone number through which the driver can be reached.

**ITEM 47 (continued)**

O = Offload. In text portion of data packet, provide activity name and each BOL number delivered to that activity. If this exceeds space provided for one text message, submit as many additional status "O" message packets as necessary.

E = EMERGENCY Situation. No text message. This message packet is automatically generated when the single stroke emergency button is pressed in the truck. When the vendor receives the message, it will immediately be passed to DTTS using procedures in paragraph 9.

S = Stop Tracking. (text message optional) This packet provides an audit trail of the date/time the driver implements the requirement in paragraph 8j above to stop sending data to the DTTS mailbox.

NOTE 6: If there is no text field, record should be terminated by a record delimiter or end of file delimiter, as appropriate, at this offset. If the text message is less than 60 characters, trailing spaces should be truncated and the record delimiter should follow the last valid character.

Legend:

A = Alpha character, A to Z (upper case ASCII printable character). Left justified, space (decimal 32) filled.

N = Numeric character, 0 to 9, (ASCII printable character). Right justified, zero filled.

X = Alpha numeric character, 0 to 9/A to Z (upper case ASCII printable character). Left justified, space (decimal 32) filled.

11. Message packets with status of B, L, D, T, C, U, M, A, O or S will be accumulated in the DTTS mail box/transfer file as they occur. Message packets with status of P will be entered hourly, with no more than one per hour - the most recent. Message packets with status of L, T, M, A or O place the shipment in a non-movement status in a protected environment. Hourly updates with status of P are not required again until after the driver sends a status of D, Departing Protected Environment.

12. Normal message traffic (i.e., all records with status not equal to status of E) will be entered into the Vendor DTTS file which will be downloaded by the DTTS every 15 minutes, or more often if mutually agreeable. This will be accomplished using XMODEM file transfer protocol, or such other protocol as may be mutually agreeable. Transmission will be at a minimum of 2400 BPS. Communications cost of data transfer to the DTTS will be borne by the Government, unless the Vendor elects to pay for such transmissions in order to improve services.

13. Driver initiated messages other than those identified in paragraph 10 will not be placed in the Vendor DTTS mail box/transfer file.

14. Dedicated Lines. When the average number of vehicles being actively tracked by DTTS through a single Vendor consistently exceeds 100, the Vendor will be responsible for procuring, installing, and paying usage costs for a conditioned, dedicated line of at least 2400 bps between the DTTS central site computer and the Vendor computer. At such time, the Vendor and the DTTS Program Manager may agree to establish a non-standard interface in an effort to speed up processing of data received, as long as this interface provides the same message information as would be received using the standard interfaces for new vendors per paragraph 10. Neither party is obligated to agree to a custom interface. Such interfaces must be agreed upon in writing and thoroughly tested prior to implementation.



## **SECTION 3**

### **RULES: GENERAL**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 52**

**APPLICATION**

1. This section covers the rules regarding motor shipments in general. Additional rules covering specialized types of shipments can be found in Section 4.
  2. When rates are based on distance, carrier charges will be based on the applicable mileage calculated by DTOD's short-line miles, unless specified otherwise (e.g. ITEMS 300 and 400).
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**ITEM 55**

**ADVANCING CHARGES (045)**

1. Carriers shall advance, for subsequent collection from the Government, the lawful charges incurred for pier, wharf or stevedore service; for custom house and in bond service; and for special bonds or tolls required by state or other governmental authority for transportation of a shipment, which because of its size, shape, or weight, requires such bonds or tolls for movement over the streets or highways.
  2. The charge for advancing monies under this ITEM shall be 045(1) \$\_\_\_\_\_ per advance.
  3. Carrier shall identify any charges listed in paragraph 1 which require reimbursement on the BOL or EDI transaction submitted via PowerTrack to the TO. In the automated PowerTrack environment, the actual paper receipts cannot be submitted. Nonetheless, for audit purposes, carriers must retain the valid receipts and any other documentary evidence to support these claims.
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**ITEM 60**

**ALTERNATION OF RATES - DOD TENDERS**  
**(NOT APPLICABLE TO GUARANTEED TRAFFIC AND NEGOTIATED TENDERS)**

1. Tender rates/charges (regardless of rate qualifier) applying between the same points of origin and destination will alternate to produce the lowest charge to the DOD.
  2. Rates pertaining to a specific commodity will not alternate with FAK rates; the specific commodity rates shall apply.
- 

**ITEM 65**

**ASTRAY FREIGHT AND EMERGENCY NOTIFICATION**

1. Carriers shall telephone the following toll-free numbers to report:

<b>Problem</b>	<b>Telephone Number (Toll-Free)</b>
Astray Freight or other nonemergency notifications	<b>1-800-631-0434</b>
Accidents, incidents, delays, or other emergencies	<b>1-800-524-0331</b>
Non-explosive hazardous cargo emergency response guidance	<b>1-800-851-8061</b>

2. Assistance with any of the above problems can also be obtained from the nearest TO. Additional information on the identifying and forwarding of astray freight is available at MTMC's web site at:

[www.mtmc.army.mil/freight/astray](http://www.mtmc.army.mil/freight/astray)

**ITEM 70****CAPACITY LOADS**

1. A shipment is considered a capacity load (also known as “loaded to full visible capacity”, “loaded to capacity”) when it occupies the **full visible capacity** of a vehicle, as defined in paragraph 2 below. In order for a shipment to be classified as a capacity load, the BoL must be annotated as "Vehicle Fully Loaded" with an authorized government representative (e.g., Transportation Officer, Transportation Assistant, authorized contractor personnel, etc.), having full knowledge of the shipment, initialing the BoL at the time of pick-up. Shipments are to be considered as capacity loads if:

- a. The shipment occupies 90% of the cargo carrying capacity of the vehicle; or
- b. Because of unusual shape or dimensions, or because of the necessity for segregation or separation from other freight, requires the entire vehicle; or
- c. Fills a vehicle so that no additional article, equivalent in size to the largest piece tendered, can be loaded in or on the vehicle.

2. For the purposes of this ITEM, a “vehicle” is defined as:

- a. A van trailer of not less than forty (40) feet in length and not less than 2,700 cubic feet capacity; or
- b. An open top trailer of not less than forty (40) feet in length, or
- c. A flatbed trailer of not less than forty (40) feet in length.

3. Under no circumstances shall a carrier bill a shipment as a capacity load if the equipment requested by the shipper, or provided by the carrier, fails to meet the definitions shown in paragraph 2 above. Additionally, it is the carrier's responsibility to ensure the safe and efficient loading of freight (e.g., stacking items when appropriate, etc.) on the vehicle provided.

4. a. The charge for each vehicle loaded to full visible capacity will be based on either the truckload charge, when Rate Qualifiers PL and PM are used; or the highest truckload minimum weight (or actual weight if in excess of the applicable minimum weight) and accompanying truckload rate applicable to the equipment ordered and loaded. Under no circumstances will a line-haul charge be calculated using a minimum weight greater than 45,000 lbs.

b. Shipments rated using line-haul charges based upon Rate Qualifier PQ (MTMC Class 100 Rates) will be calculated using the greater of the actual weight or 40,000 lbs minimum weight.

Note: All over-dimensional or overweight shipments, as defined in ITEM 415 and ITEM 416, respectively, are subject to the Spot Bid provisions of ITEM 18, paragraph 7.

5. a. This rule does not apply to charges based on rate qualifiers: DH (Per CWT per Dromedary Shipment), DL (Per Dromedary Service Shipment), DZ (Per CWT Per Mile Per Dromedary Shipment), PJ (Per Mile Per Vehicle Moved), PG (Per Gallon), ST (Per Short Ton), PM (Per Mile Per Vehicle Used), PV (Per Vehicle), and PY (Per Gallon Per Mile). Additionally, this rule does not apply to equipment types: AO1 – AO8 (assorted straight trucks), AD (Dromedary Box without mechanical restraining devices), AD6 (Dromedary Box with mechanical restraining devices), A10 (410 Dromedary Box without mechanical restraining devices), A16 (410 Dromedary Box with mechanical restraining devices), or A20 (Motor Vehicle Transport Trailer). In the event that additional dromedary rate qualifiers and/or dromedary equipment codes are developed, this rule shall not apply to them as well.

b. This rule also does not apply to charges based on equipment types: AA1, AF1, AY1, AY2, AV1, AG4 and AZ1. However, when a consignor inadvertently tenders a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on the above listed equipment, the carrier is entitled to bill the consignor using a minimum weight of 20,000 pounds or actual weight whichever is greater. The carrier may not substitute a vehicle that is smaller than what is requested by the consignor.

6. The application of capacity load will in no way restrict the carrier from adding additional freight to the equipment and should not be interpreted as a request for Exclusive Use of the vehicle.

**ITEM 73**

**CHAINS & BINDERS (CHN)**

1. Carrier agrees that tendered rate includes chains/binders/tarps, etc., to protect and secure a shipment to ensure safe transportation for shipments moving on flatbed and specialized types of equipment.
2. Carrier will ensure that ten chain-and-binder sets and eight nylon straps with fasteners are included as standard equipment on all vehicles. A chain-and-binder set is defined as one chain and one binder. When a consignor requests additional chain-and-binder sets and/or nylon straps with fasteners to secure a shipment, the consignor will advise carrier at the time of the request for transportation services. An additional charge of CHN(1) \$\_\_\_\_\_ is authorized for each additional chain-and-binder set or nylon strap with fastener furnished. Consignor will annotate the BOL with the additional number of chain-and-binder sets and/or nylon straps with fasteners in excess of those required as standard equipment.

**ITEM 85**

**DETENTION: VEHICLES WITH POWER UNITS (DEP)**

1. When carrier's vehicle with power unit (straight truck, tractor-trailer combination, or dromedary box) is delayed or detained for loading or unloading on the premises of consignor, consignee, or other premises approved by them, and such delay or detainment is attributable to the consignor or consignee, the carrier shall allow free time for loading or unloading the shipment (or the combined weight of multiple shipments), as follows:

<u>TYPE OF SHIPMENT(S)</u>	<u>FREE TIME</u> (waiting time to begin loading or unloading)
a. Vehicles loaded on Motor Vehicle Transport Trailers (Equipment Code A20)	1 hour
b. Vehicles loaded on flat-bed equipment	3 hours
c. Fully palletized shipments, 20,000 lbs. and over	2 hours (see para 7)
d. Carrier power-unit, driver and one towed vehicle	1 hour

Actual weight in pounds per vehicle stop, not palletized, subject to paragraph 7.

e. Less than 3,000 lbs	1 hour
f. 3,000 lbs. but less than 10,000 lbs	3 hours
g. 10,000 lbs. but less than 20,000 lbs.	3 hours
h. 20,000 lbs. and over	4 hours

2. Free time shall begin from the time carrier's employee notifies a responsible representative of the consignor or consignee that the vehicle is available and ready for loading or unloading, and it is within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BOL.

3. The computation of time in paragraph 1 is to be made within the normal business (shipping) day at the designated premises at the place of pickup or delivery, except if a carrier or its representative is permitted to work beyond this period, such working time shall also be included. When loading or unloading is not completed at the end of such day, time will be resumed at the beginning of the next work day, or when work the next day is actually begun by the carrier or its representative, if earlier.

4. A shipment will be considered as "fully palletized" when at least 90 percent of the shipment weight (exclusive of pallet weight) is loaded on pallets.
5. If loading or unloading extends beyond the allowable free time, the charge will be DEP(1) \$\_\_\_\_\_ for each hour, or fraction thereof, that the vehicle is delayed beyond the allowable free time, until released by the shipper or consignee. Detention charges provided herein will be assessed during normal business (shipping) hours only.
6. The provisions of this ITEM will also apply when shipper or consignee requires that the tractor be disconnected from the trailer during loading or unloading, and parked elsewhere on the shipper's or consignee's premises; or when shipper or consignee directs that the trailer be left overnight and the tractor be parked at other than shipper's or consignee's premises.
7. If the material (boxes, crates, pieces, parts, etc.) comprising the nonpalletized shipment is unloaded or loaded by pallet jack, fork lift, or other type of material handling equipment - without use of pallets - then the free time allowed (not to exceed 2 hours) will be one-half of the free time allowed for shipments not palletized. To be eligible for this exception, at least 90 percent of the weight must be loaded or unloaded in the manner described. Fully palletized shipments weighing less than 20,000 pounds will be allowed one-half the free time in 1(e), 1(f) or 1(g).

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**ITEM 90**

**DETENTION: VEHICLES WITHOUT POWER UNITS (DET)**

1. Subject to the availability of equipment and carrier's approval, carriers may spot vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises designated by them.
2. When such trailers are delayed or detained for reasons attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded will be allowed 24 hours of Free Time, as follows:
  - a. Free Time will commence when the trailer is spotted for loading or unloading.
  - b. When any portion of the free time extends into a Saturday, Sunday, or holiday, the computation of free time will resume at 12:01 a.m. on the next day which is not a Saturday, Sunday, or holiday.
  - c. Free time shall not begin on a Saturday, Sunday, or holiday, but at 8:00 a.m. on the next day which is not a Saturday, Sunday, or holiday.
3. When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other. Free time for loading shall not begin until free time for unloading has elapsed.
4. DET will end when consignor or consignee notifies carrier by telephone that loading or unloading has been completed and that the trailer is available for pickup. Such notification shall constitute release of carrier's equipment; carrier shall then connect and pull the equipment in a timely manner.
5. DET will not apply if loading/unloading and carrier's being notified of same has not extended beyond the free time. Carrier's credits earned on equipment held cannot be used by the carrier to offset debits chargeable on equipment waiting to be moved.
6. Charges for detention of vehicles without power units will be:
  - a. For each of the first and second 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DET(1) \$\_\_\_\_\_ per 24-hour day or fraction thereof.
  - b. For each of the third and fourth 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DET(2) \$\_\_\_\_\_ per 24-hour day or fraction thereof.



The charges for Exclusive Use WILL NOT be assessed under any of the following conditions:

- a. When a vehicle is loaded to full visible capacity, per ITEM 70.
- b. When the applicable line-haul charge is based on a published rate in carrier's tender for minimum weight of 45,000 pounds, or the actual weight is 45,000 pounds or greater.
- c. When tender rates are based on Rate Qualifiers DL, PG, PJ, PL, PM, PV, PY, or ST. (Carriers wishing to offer Exclusive Use service where rates are based on these qualifiers must complete Section F(2) of the tender by entering EXC1 with zeros, i.e., 00.00, in the charge column. This will indicate that the service is offered without charge.)
- d. When Exclusive Use of Vehicle or Dromedary is required as part of certain transportation protective services (See ITEMS 35 and 40).

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**ITEM 110**

**EXPEDITED SERVICE (EXP)**

- 1 Expedited Service consists of the immediate dispatch of a shipment in continuous line-haul service within legal parameters, to meet the delivery schedule required by the consignor or consignee.
- 2 To request EXP, Shipper must annotate the BOL accordingly. Notations such as "RDD" (Required Delivery Date) or "DDD" (Desired Delivery Date) will not be interpreted as a request for Expedited Service.
- 3 The charge for Expedited Service will be EXP(1) \$\_\_\_\_\_ per mile per vehicle.

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**ITEM 112**

**FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999912**

- 1 Freight All Kinds (FAK) consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
- 2 The following commodities may not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Crated household goods or personal effects (See ITEM 113)
  - f. Live animals
  - g. Bulk commodities
  - h. Corpses
  - i. Currency
  - j. Coins
  - k. Precious metals
  - l. Food, fresh, frozen, or requiring refrigeration
  - m. Postage stamps or stamped envelopes
  - n. Army tractor tanks and tracked vehicles
  - o. Vehicles, self-propelled
  - p. Hazardous materials, including hazardous waste
  - q. Vehicles in driveaway and/or towaway service
  - r. Any commodity assigned a DOD unique commodity code by MTMC

3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999912) will be understood to include all commodities, except the contraband commodities listed in paragraph 2 above. See MTMC Standard Tender Instructions Item 500, Section A, paragraph 14.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999912) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.

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**ITEM 113**

**FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999912, SUB NO. 1**

1. Freight All Kinds (FAK), including crated household goods or personal effects, consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
2. The following commodities may not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Live animals
  - f. Bulk commodities
  - g. Corpses
  - h. Currency
  - i. Coins
  - j. Precious metals
  - k. Food, fresh, frozen, or requiring refrigeration
  - l. Postage stamps or stamped envelopes
  - m. Army tractor tanks and tracked vehicles
  - n. Vehicles, self-propelled
  - o. Hazardous materials, including hazardous waste
  - p. Vehicles in driveway and/or towaway service
  - q. Any commodity assigned a DOD unique commodity code by MTMC, except code 100240, Sub No. 1
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999912, Sub 1) will be understood to include all commodities, except the contraband commodities listed in paragraph 2 above. See MTMC Standard Tender Instructions Item 500, Section A, paragraph 14.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999912, Sub No. 1) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.

**ITEM 115**

**FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999913**

1. Freight All Kinds (FAK) consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
2. The following commodities may not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6 per paragraph 6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Crated household goods or personal effects (See ITEM 116)
  - f. Live animals
  - g. Bulk commodities
  - h. Corpses
  - I. Currency
  - j. Coins
  - k. Precious metals
  - l. Food, fresh, frozen, or requiring refrigeration
  - m. Postage stamps or stamped envelopes
  - n. Army tractor tanks and tracked vehicles
  - o. Vehicles, self-propelled
  - p. Vehicles in driveaway and/or towaway service
  - q. Any commodity assigned a DOD unique commodity code by MTMC
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999913) will be understood to include all commodities, except the contraband cargo listed above. See MTMC Standard Tender Instructions Item 500, Section A, paragraph 14.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999913) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.
6. Each FAK shipment may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, whose combined weight does not exceed 1,000 pounds.

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**ITEM 116**

**FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999913, SUB NO. 1**

1. Freight All Kinds (FAK), including crated household goods or personal effects, consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.
2. The following commodities may not be included as FAK:
  - a. Narcotics and dangerous drugs
  - b. Ammunition and explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6 per paragraph 6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Live animals

- f. Bulk commodities
  - g. Corpses
  - h. Currency
  - i. Coins
  - j. Precious metals
  - k. Food, fresh, frozen, or requiring refrigeration
  - l. Postage stamps or stamped envelopes
  - m. Army tractor tanks and tracked vehicles
  - n. Vehicles, self-propelled
  - o. Vehicles in driveaway and/or towaway service
  - p. Any commodity assigned a DOD unique commodity code by MTMC, except code 100240, Sub No. 1
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999913, Sub No. 1) will be understood to include all commodities, except the contraband commodities listed in paragraph 2 above. See MTMC Standard Tender Instructions Item 500, Section A, paragraph 14.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999913, Sub No. 1) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.
6. Each FAK shipment may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, whose combined weight does not exceed 1,000 pounds.

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**ITEM 120**

**FURNISHING OF VEHICLES AND EQUIPMENT**

1. Carriers shall furnish vehicles with all equipment necessary to safely transport the freight for which shipper has requested transportation, and shall be responsible for securing the cargo and protecting it from the elements. See ITEMS 73 and 178.
2. If carriers furnish a vehicle that contains more equipment or exceeds the specifications necessary to safely transport the freight, this shall be considered done at carrier's convenience and at no additional cost to DOD. Freight charges will be assessed on the basis of the equipment ordered.
3. Equipment furnished for loading may be rejected by the shipper if, upon inspection, such equipment is considered unfit for the required transportation. In such cases, VFN charges per ITEM 240 shall not apply.

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**ITEM 125**

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

1. When requested by consignor or consignee, and carrier operating conditions permit, carriers will move shipments or partial shipments from or to positions beyond the immediately adjacent loading or unloading position.
2. A vehicle shall be considered "immediately adjacent" to a loading or unloading position when it is separated therefrom only by an intervening sidewalk or walkway.
3. This service shall be provided at a charge of HHB(1) \$\_\_\_\_\_ per hundred pounds, subject to a minimum charge of HHB(2) \$\_\_\_\_\_ per shipment, and a maximum charge of HHB(3) \$\_\_\_\_\_ per shipment.

4. Whenever SDL, SPU and/or SOC accessorial services are also provided, HHB charges shall apply separately at each location where HHB service is performed.

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**ITEM 126**

**INADVERTENCE RULE**

Tenders inadvertently accepted and distributed by MTMC which are later found to be not in compliance with DOD tender filing instructions, or the applicable MTMC rules and/or rate publication, are subject to immediate removal. The issuing carrier will be advised when tenders are removed under these circumstances.

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**ITEM 130**

**CARGO LIABILITY OF CARRIER (LIE)**

1. Except as otherwise provided in ITEM 190, or in Paragraph 2 below, carriers will be liable for all loss, damage, undue delay, misdelivery, or other result occurring to freight in its possession, unless caused by acts of God, acts of the public enemy, act or default of the shipper, act of the public authority, or inherent nature or vice of the cargo.

2. Freight All Kinds (FAK)

a. For all FAK shipments weighing less than 15,000 pounds, as described in ITEMS 112, 113, 115, and 116, carrier liability for lost and/or damaged cargo will be limited to the lower dollar amount either of \$50,000 or the actual amount of the loss and/or damage to the article(s). Should a shipper desire to declare and establish a cargo liability for an amount greater than \$50,000, the carrier agrees to provide this increased liability coverage for LIE(1) \$\_\_\_\_\_ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.

b. For all FAK shipments weighing 15,000 pounds or more, as described in ITEMS 112, 113, 115, and 116, carrier liability for lost and/or damaged cargo will be limited to the lower dollar amount either of \$150,000 or the actual amount of the loss and/or damage to the cargo. Should a shipper desire to declare and establish a cargo liability for an amount greater than \$150,000, the carrier agrees to provide this increased liability coverage for LIE(2) \$\_\_\_\_\_ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.

c. All DOD motor freight FAK shipments governed by this rules publication are subject to the released liabilities stated in Paragraphs 1 and 2 above. No other released liabilities, regardless of where they are published, apply.

3. In the case of shipments that will require carrier to obtain cargo liability insurance in excess of above limitations, carrier will be given 72 hours notice prior to expected pick-up date for said shipments.

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**ITEM 132**

**LOADING - UNLOADING BY CARRIER (URC)**

Except as otherwise provided, the rates in carrier tenders do not include loading and unloading, which is ordinarily performed by the consignor and consignee. Loading and/or unloading service performed by carrier, unassisted by consignor or consignee, will be subject to a charge of:

URC(1) \$\_\_\_\_\_ per hundredweight, subject to a minimum charge of URC(2) \$\_\_\_\_\_.

Charges will be based on actual weight handled. Consignor and/or consignee requesting the unloading service shall provide certification that the service was performed and indicate the amount of weight handled by the carrier.

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**ITEM 146**

**OVERAGES AND SHORTAGES (DROP TRAILERS)**

1. For LTL shipments, the carrier will report the overages and/or shortages to the consignor telephonically within 48 hours of accepting the shipment or at the first breakbulk point.
  2. For truckload shipments, the carrier will report the overages and/or shortages to the consignor telephonically within 48 hours after delivery of shipment.
  3. Carrier shall follow up the telephonic notification of shipment discrepancy with written notification (e.g. facsimile, courier, or US mail).
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**ITEM 150**

**PRELODGING (PRL)**

1. Prelodging is the hand delivery of shipping documents by the delivering carrier 24 hours or more prior to the delivery of a shipment or shipments, to a location designated by the consignee. The shipping documents will be contained in an envelope marked with the permit number, date and time of delivery, and the delivering carrier's name. A charge for Prelodging will be considered valid only if required by the consignee.
  2. When the delivering carrier consolidates multiple shipments for delivery (all of which required Prelodging by the consignee) to the same consignee on the same date, and each shipment, or more than one shipment, is subject to different DOD tenders filed with MTMC, the delivering carrier shall bill the lowest prelude charge available under this ITEM, in any of the individual tenders applicable to the individual shipments in the consolidated delivery.
  3. Invoices submitted to the consignee for payment of prelude charges will be cross referenced as to BOL number(s), carrier's pro number(s), permit number, and the date the prelude service was provided.
  4. The charge for Prelodging shall be PRL(1) \$\_\_\_\_\_ per delivery vehicle.
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**ITEM 175**

**PICKUP AND DELIVERY ON  
SATURDAYS (SAT)  
SUNDAYS OR HOLIDAYS (HOL)  
NORMAL BUSINESS DAYS BEFORE OR AFTER NORMAL BUSINESS HOURS (PUD)**

1. Pickup or delivery service provided at any time other than normal business hours of consignor/consignee will be subject to the following charges:
    - a. PUD(1) \$\_\_\_\_\_ per hour or fraction thereof per driver before or after weekday business hours
    - b. SAT(1) \$\_\_\_\_\_ per hour or fraction thereof per driver on Saturdays, subject to a minimum charge of SAT(2) \$\_\_\_\_\_ per driver.
    - c. HOL(1) \$\_\_\_\_\_ per hour or fraction thereof per driver on Sundays and holidays, subject to a minimum charge of HOL(2) \$\_\_\_\_\_ per driver.
  2. Hourly charges will be computed from the time driver(s) arrives at pickup or delivery facility and reports to a responsible representative of consignor/consignee that carrier's equipment is available for loading/unloading, to the time the pickup or delivery is completed and driver(s) is released by consignor or consignee. Shipper/consignee will note the time required for the pickup or delivery on the BOL.
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**ITEM 176**

**PREARRANGED SCHEDULING OF VEHICLE ARRIVAL  
FOR LOADING OR UNLOADING**

1. Upon reasonable request of consignor, consignee, or their designee(s), carrier may, without additional charge, prearrange schedules for arrival of vehicles for loading or unloading shipments, per ITEMS 85 and 90 and subject to the following provisions:
  - a. Requests for prearranged scheduling may be made orally or in writing.
  - b. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time or continuous basis agreeable to all parties. Continuous prearranged scheduling agreements may be terminated by any party on not less than 24 hours notice.
  - c. The scheduled time for arrival of vehicle for unloading should be prior to the time storage charges would begin to accrue. If arrival time for unloading is not so scheduled, storage charges will be assessed as provided in ITEM 220.
  - d. If carrier's vehicle arrives prior to the scheduled time, time shall begin to run from the scheduled time or actual time loading or unloading commences, whichever is earlier.
2. The term "Vehicle" includes trailers which are dropped or spotted for loading or unloading, straight trucks or tractor-trailers combinations.
3. This ITEM does not apply to export shipments requiring notification and/or prelodgement services as described in ITEM 150.

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**ITEM 178**

**PROTECTIVE TARPING FOR SECURITY PURPOSES (PTS)**

1. Protective Tarping for Security Purposes (PTS) requires the carrier to cover the shipment with tarpaulin(s) so as to not reveal the classified nature of the material.
2. To request PTS, Shipper will annotate the BOL:

"TARPS AND TARPING REQUIRED."
3. The charge for this service will be PTS(1) \$\_\_\_\_\_ per shipment. For shipments requiring more than one (1) vehicle, the charge shall apply to each vehicle used which requires tarping.
4. It is the carrier's responsibility to tarp a shipment without charge for other than security purposes. In such cases there will be no annotation on the BOL.

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**ITEM 180**

**RECONSIGNMENT OR DIVERSION (RCC)**

1. Carrier will provide Reconsignment or Diversion service upon written or oral request confirmed in writing, subject to the following:
  - a. The terms "Reconsignment" and "Diversion" are considered to be synonymous, and the use of either will be considered to mean:
    - (1) Change in the place of delivery within the original destination point;
    - (2) Change in the original destination point; or

- (3) Any other change in delivery which requires an additional movement of the shipment.
  - b. Only entire shipments, not portions of shipments, may be reconsigned.
  - c. When performance of this service does not involve a change in the original destination, the carrier will be entitled to an additional charge of RCC(1) \$\_\_\_\_\_ per shipment.
  - d. When this service involves a change in the original destination, the carrier will be entitled to the charge in subparagraph c above and the applicable published line-haul tender rate to the point of interception and from the interception point to the final destination.
  - e. If a shipment is ordered returned to the consignor, the carrier will be entitled to the charge in subparagraph c above and to the line-haul tender rates to the interception point and back to the original origin point.
2. If the carrier does not have an applicable tender with a line-haul rate on file to or from the interception point, DSC will negotiate rates with the carrier.
3. Payment of all charges for Reconsignment/Diversion will be the responsibility of the consignor/consignee requesting this service.

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**ITEM 185**

**REDELIVERY (RCL)**

1. When a DOD shipment is tendered for delivery and through fault of the consignee such delivery cannot be accomplished, no further tender will be made except upon request.
2. Carrier will notify consignee that the shipment is on hand not later than the next business day after the day delivery was attempted and arrange for a mutually-agreeable redelivery date. Notification will be made by telephone, where practicable, or otherwise by telegraph or mail. If redelivery is not accomplished or if forwarding instructions are not furnished carrier within 24 hours of notification that the shipment is on hand, the shipment will be subject to Storage charges in ITEM 220.
3. When authorized by consignee, the charge for Redelivery shall be RCL(1) \$\_\_\_\_\_ per hundred pounds, subject to a minimum charge of RCL(2) \$\_\_\_\_\_ per shipment, and a maximum charge of RCL(3) \$\_\_\_\_\_ per shipment.
4. If, after being notified that the shipment is on hand, the consignee elects to pick up the shipment at carrier's terminal, no redelivery charges will apply.
5. If the shipment is undeliverable because the identity of both the consignee and the consignor is unknown, the provisions of ITEM 65 will apply.
6. When instructions are furnished carrier ordering return of the shipment to consignor at original point of origin, carrier will assess the line-haul rate applicable to the original inbound movement or applicable tender rate for the return movement, whichever is lower. Carrier shall obtain a properly executed BOL from the party ordering the return movement.

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**ITEM 190**

**RELEASED VALUE RATES**

1. To induce a reduction in carrier rates for the movement of military cargo, the DOD agrees to accept the limitations in carrier liability for loss and/or damage as outlined below. Released value is one of the factors used by MTMC in selecting the lowest cost carrier when routing military cargo shipments. All other selecting factors being equal, the carrier that offers, through the terms of its tender, the greatest cargo protection to DOD shippers will be selected as the lowest cost carrier.

2. **DOD UNIQUE COMMODITIES.** Except as otherwise provided in this ITEM, commodities identified as DOD unique commodities in the DOD tender preparation instruction have been assigned the released value applicable to that commodity in the NMFC, or the released value has been designated by DOD as a reasonable amount to which the commodity will be released. In submitting tenders to DOD for those commodities designated as DOD unique commodities, carriers will, on Line 14 of the tender form, show the DOD unique commodity item number, a brief commodity description, and DOD designated released value. This information will be shown exactly as printed in the DOD tender instructions. When a DOD unique commodity description does not include a released value statement, Line 15 on the tender form will not be completed and carriers will assume full common carrier liability. NMFC commodity descriptions will not be used when there is a DOD unique commodity description covering that commodity.

3. Except as otherwise provided in this ITEM, or the DOD tender instructions, DOD tenders for other than DOD unique commodities for which no released value statement is provided in the NMFC, will be subject to full common carrier liability unless the filing carrier completes Line 15 of the tender form. If the filing carrier chooses to limit his liability, then any amount not less than \$2.50 per pound per article may be entered on Line 15 of the tender form.

4. Except as otherwise provided, carriers filing DOD tenders for specific commodities, other than DOD unique commodities, for which there is a released value specified in the NMFC, may limit their liability as specified in the NMFC by including that statement of liability limitation in the commodity description on Line 14 of the DOD tender form, along with the NMFC item, and sub number, as appropriate. Released value amounts stated in the NMFC may not be altered or changed by the filing carrier. If the filing carrier limits its liability in this manner, then Line 15 of the DOD tender will not be completed.

5. Specific commodity tenders filed with DOD for the movement of vehicles described below in motor haulaway/truckaway service, will be subject to a released value not exceeding \$20,000 for each vehicle in the shipment.

a. Passenger automobiles

b. Ambulances

c. Hearses

d. Taxis

e. Buses

f. Bus chassis

g. Freight automobiles

h. Trucks

i. Truck chassis

j. Truck trailers

k. Trucks and trailers combined

l. Tractors

m. Tractors and trailers combined; and

n. Trucks and/or trailers containing or having mounted thereon radar or other electronic equipment, gun control apparatus, cranes and wrecking equipment, firefighting apparatus, hospital, medical, and/or rescue equipment, chemical processing and analyzing equipment, maintenance or repair equipment.

Carriers filing specific commodity tenders to cover vehicles in motor haulaway/truckaway service will insert as part of the commodity description "Released value not exceeding \$20,000 per vehicle in the shipment", on Line 14 of the DOD tender form. Carrier shall make no entry will be made in Line 15 of the DOD tender form.

6. Any inconsistency between this ITEM and statements inserted by the carrier in the DOD tender form shall be resolved by giving precedence to this ITEM.

7. Instructions shall be sufficient to release an applicable shipment to the values established for the commodity described on the BOL, without the necessity of the shipper providing a released value statement on the BOL. See the Code of Federal Regulations, Title 41, Subpart 101-41.302-3(e). If a value exceeding the released value is stated on the BOL, this valuation shall control; and the following excess value charges will apply:

Excess Released Valuation

- a. Released to a value exceeding \$20,000 per each vehicle in the shipment.
- b. Except as provided in (2) above, or in ITEM 130, released to a value exceeding the value that may be stated in Line 14 or Line 15 of the DOD tender.

Excess Valuation Charges

Base transportation rate in carrier tender, plus an excess value charge of 15 cents for each \$100 or fraction thereof by which the declared value of the shipment exceeds \$20,000 per vehicle.

Base transportation rate in carrier tender, plus an excess charge of 15 cents for each \$100 or fraction thereof by which the declared value of the shipment exceeds that for which the base transportation rate applies.

8. In determining carrier liability for loss and/or damage, according to the released value provisions herein, the DOD tender, and/or NMFC, the word "article," as used in the NMFC, will be synonymous with the word "commodity." In the event of loss and/or damage to a DOD shipment or portion thereof, the amount recoverable shall be: (a) the applicable released value (when stated in dollars and cents per pound on Line 14 or Line 15 of the tender) multiplied by the gross weight of the shipment, but no more than the loss or damage actually sustained; or (b) the declared value of the vehicle(s) and/or shipment when stated on the BOL, but no more than the loss or damage actually sustained (see Paragraph 6 of this ITEM); or (c) the released value of the vehicle(s) identified in Paragraph 4 of this ITEM, but no more than the loss or damage actually sustained.

9. FAK shipments, described with DOD Unique Commodity Code Nos. 999912, 999912 Sub 1, 999913, and 999913 Sub 1, will be subject to the cargo liability provided in ITEM 130. FAK shipments will be considered a single commodity in determining carrier liability, except that the gross weight of any vehicle (identified in Paragraph 4) included in the FAK shipment will not be used when determining carrier liability for the balance of the FAK shipment. A shipment consisting of FAK and non-FAK commodities shall also be regarded as a single shipment.

10. Specific commodity tenders for crated household goods, personal effects, and unaccompanied baggage (DPM shipments) are to be released to a value not exceeding 10 cents per pound. The carrier shall make this released value part of the commodity description on Line 14 of the DOD tender. Carrier shall make no entry on Line 15. A released value statement on the BOL will not be required. (See Paragraph 6 of this ITEM.) DPM shipments covered by FAK DOD Unique numbers 999912, Sub No. 1 or 999913, Sub No. 1 will be subject to the released value applicable to the particular FAK description.

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**ITEM 195**

**RELOCATION OF VEHICLE (RLS)**

(Applies only to trailers dropped by carrier for loading/unloading)

Carriers will provide Relocation of Vehicle (trailer spotting) service, to move a vehicle from one platform doorway or shipping room to another, upon request of consignor or consignee. A charge of RLS(1) \$\_\_\_\_\_ will be assessed by the carrier for each relocation and must be supported by consignor's or consignee's certification on the BOL that the service was requested and performed.

**ITEM 205**

**SEALING OF VEHICLES**

1. For sealing of vehicles or dromedaries on shipments requiring Exclusive Use, see ITEM 105.
  2. For sealing of vehicles for shipments that do not require Exclusive Use, the BOL should be annotated:  

“Shipper seals applied. Carrier may remove seals and replace with equivalent seals. Carrier must annotate seal changes on the BOL. Application of shipper seals does not constitute a request for Exclusive Use of Vehicle”.
  3. Vehicles sealed either by shipper or carrier may not be construed as requiring Exclusive Use.
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**ITEM 209**

**SPLIT DELIVERY (SDL)**

1. At the request of the consignor or consignee by annotation on the BOL, the carrier agrees to deliver at more than one location within the confines of the same receiving installation or facility.
  2. For each Split Delivery provided, excluding the final delivery, a charge of SDL(1) \$\_\_\_\_\_ will apply.
  3. Split Delivery may be required in conjunction with stop-off service.
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**ITEM 210**

**SPLIT PICKUP (SPU)**

1. At the request of the consignor on the BOL, the carrier agrees to pick up at more than one location within the confines of the same shipping installation or facility.
  2. For each Split Pickup provided, excluding the initial pickup, a charge of SPU(1) \$\_\_\_\_\_ will apply.
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**ITEM 215**

**STOP-OFF IN TRANSIT (SOC)**

1. Stop-off in transit service (SOC) consists of up to three stops between origin and destination to complete loading and/or to partially unload DOD shipments. Stop-off service will accorded only on shipments subject to truckload rates and/or charges when such service is specifically requested on the bill of lading by the shipper.

2. Charges

a. Line-haul

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

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

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

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

- (a) Paragraph 2a(1) above
- (b) Rate Qualifiers DL, PL or PV in Section D of the DOD tender
- (c) Rate Qualifier DL in Table B of Section E of the DOD tender

and the applicable mileage from point of origin via the stop-off point(s) exceeds the direct applicable mileage from origin to destination, all excess mileage will be subject to an added charge of SOC(1) \$\_\_\_\_\_ per mile.

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

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**ITEM 220**

**STORAGE (SRG)**

1. Freight held in carrier's possession by reason of an act or omission of the consignor, consignee or owner, or for customs clearance, inspection, or for any reason not the fault of the carrier, will be considered to be stored, subject to the following conditions:

a. Storage charges on freight in carrier's possession awaiting line haul transportation will begin at 8:00 a.m. the day after the freight is received by the carrier.

b. Storage charges on undelivered freight will begin on the first business day after notice of arrival is provided, except that no charges under this ITEM will be made when actual delivery is accomplished within 24 hours after such notice of arrival has been given.

c. No storage charges will be assessed when delivery cannot be accomplished due to riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbance as may tend to create reasonable apprehension of danger to persons or property.

d. Storage charges under this ITEM will end when carrier is enabled to deliver or transport the freight as a result of action taken by the consignor, consignee, owner, or customs official.

e. DOD freight cannot be sold by carrier to satisfy storage or other transportation charges nor be placed in a public warehouse.

2. Freight stored in the carrier's possession after free time has expired will be subject to the following charges:

a. Shipments weighing less than 10,000 pounds will be subject to Storage charges of SRG(1) \$\_\_\_\_\_ per day per shipment, subject to a minimum charge of SRG(2) \$\_\_\_\_\_ per shipment.

b. Shipments weighing 10,000 pounds or more will be subject to Storage charges of SRG(3) \$\_\_\_\_\_ per day per shipment, subject to a minimum charge of SRG(4) \$\_\_\_\_\_ per shipment.

**ITEM 225**

**SUBSTITUTED SERVICE**

1. Substituted service is the transportation of a shipment in whole or in part by a mode other than motor. The conveyance containing the shipment may itself be transported in or on another conveyance. This service is provided at the option of the carrier, and shall not result in additional charges to the government.
2. Substituted service may not be used for DOD shipments when:
  - a. The shipment contains Class 1, Division 1.1, 1.2, 1.3, or 1.4 (Classes A, B or C) explosives, ammunition, or fireworks, or;
  - b. The "VIA" space on the BOL has been annotated by shipper: "Substituted service not to be used."

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**ITEM 228**

**TOWAWAY SERVICE (TOW)**

1. Towaway Service is the transportation of DOD freight when the cargo is towed by truck-tractor, but not loaded in or on carrier equipment.
2. In addition to this ITEM, movements via towaway mode ("T") (Equipment Codes A5 and A6) are also subject to all applicable rules appearing in this publication.
3. Towaway service will apply only to:
  - a. Government-owned or Government-leased trailers;
  - b. Freight categorized as "Freight All Kinds" (FAK) loaded in or on Government-owned or Government-leased trailers
4. Towaway service will not apply to shipments which:
  - a. Require temperature control service;
  - b. Contain explosives or supplies or materials used to manufacture explosives;
  - c. Contain radioactive materials and/or equipment or hazardous or toxic materials.
5. All expenses due to tire or mechanical failure, structural defects, or other failure to properly maintain the vehicle transported are to be paid by the shipper and are subject to the detention charges in ITEM 85.
6. Shipper should equip towed trailer with mud flaps and/or lights if shipment is to travel through any area where these features are required by any federal, state, or local regulation. If shipper fails to do so, carrier shall install required mud flaps for a fee of TOW(1) \$35.00 per pair and required lights for a fee of TOW(2) \$35.00 per trailer. Carrier may remove these temporary additions at destination.

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**ITEM 240**

**VEHICLES FURNISHED BUT NOT USED (VFN)**

1. When a carrier, upon shipper's request, furnishes a vehicle and through no fault of the carrier the shipper cancels loading/movement of the vehicle, the carrier will be entitled to a charge of VFN(1) \$\_\_\_\_\_ per mile for each vehicle furnished and not used, from point of dispatch to the scheduled loading point, or the line-haul transportation charge applicable from the scheduled loading point to the scheduled destination (whichever is lower). If charge VFN(1) produces the lower charge, carrier will identify the point of dispatch and its SPLC.

2. In lieu of VFN(1), carrier may establish a flat charge of VFN(2) \$\_\_\_\_\_ for each vehicle furnished and not used. This flat charge may not exceed the line-haul transportation charges applicable from the scheduled loading point to scheduled destination. If carrier chooses VFN(2), carrier shall not complete VFN(1).
3. Claim for collection of charges under this ITEM shall be supported by shipper's certification of cancellation.
4. VFN charges will not apply when:
  - a. A vehicle is rejected by the shipper under ITEM 120.
  - b. Notice of cancellation is received by the carrier prior to actual dispatch of vehicle from carrier's terminal.
  - c. Carrier is inbound with a loaded trailer which is scheduled for outbound loading from the same installation.

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**ITEM 250**

**WEIGHT VERIFICATION (WTV)**

1. Upon request of the consignor or consignee, a carrier will verify the weight of a shipment. When scales for weight verification are available and furnished by the requesting consignor or consignee, no charges for Weight Verification apply. If the carrier is requested to verify the weight of a shipment at scales not located at the origin or destination, a charge of WTV(1) \$\_\_\_ per vehicle will apply.
  2. When a carrier independently performs a shipment weight verification and discovers a discrepancy between the verified weight and the weight shown on the BOL, it is the carrier's responsibility to obtain a BOL correction notice from the origin TO.
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**SECTION 4**  
**RULES: SPECIAL**  
**PART A**  
**MOVEMENTS OF**  
**AMMUNITION, CHEMICAL MUNITIONS, FIREWORKS, AND EXPLOSIVES**  
**(CLASS 1, DIVISIONS 1.1, 1.2, 1.3, AND 1.4) (CLASSES A, B, AND C);**  
**CLASSIFIED, PROTECTED (SENSITIVE), AND RADIOACTIVE MATERIAL;**  
**AND OTHER DANGEROUS ARTICLES**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 300**

**APPLICATION**

1. The rules and regulations provided in Part A of this Section are applicable to DOD movements of Class 1, Divisions 1.1, 1.2, 1.3, and 1.4 (Classes A, B, and C) Explosives, Ammunition, Fireworks, Chemical Munitions, Classified and Protected (Sensitive) Material, Radioactive Material, and other Dangerous Articles. The term "other Dangerous Articles" shall include, but not be limited to, the following: Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances.
2. When rates are based on distance for shipments of Class 1, Division 1.1, 1.2, or 1.3 (Class A or B) ammunition, explosives and/or radioactive materials, carrier charges will be based on the applicable mileage calculated by the DTOD Hazardous Materials Routing Module. Any other mileage basis (e.g. route plan mileage, miles actually traveled) will be disregarded.

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**ITEM 305**      **ARRIVAL OF SHIPMENTS DURING OTHER THAN NORMAL WORKING HOURS**

Shipments should be delivered during normal working hours of the consignee; however, when a shipment arrives at an installation during other than normal working hours due to circumstances beyond the control of the carrier, a temporary holding area will be provided for shipments that cannot be unloaded immediately. These areas will be subject to the regulation of the cognizant military service for handling and safeguarding explosives. The installation will provide normal fire and security protection. Responsibility for the shipment will remain with the carrier until formal delivery of the shipment has been effected.

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**ITEM 310**

**ASSISTANCE TO CARRIERS**

1. Type of Service Provided. For the purpose of promoting safety, expediting transportation, and delivering shipments of explosives and other dangerous articles, the military services may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported or stored by carriers. Regulations of the military services prescribe policies, responsibilities, and procedures for the disposal of explosive ordnance material and commercial shipment of explosive-contaminated scrap metals.
2. Carrier's Responsibility. Assistance given in accordance with paragraph 1 above will be for carrier's account, and carrier may be held responsible for all expenses incurred by the Government, including salaries and wages paid by the Government. DOD personnel act and perform in these instances as carrier's agents. Government personnel assigned to assist carriers will retain their status as employees of the United States Government and, as such, will be entitled to the benefits as provided by law. The Government will not recognize or submit to any action for property damage in connection with such assistance furnished, when actual labor supervision or other services are performed at the carrier's request.
3. Arrangements for Assistance to Carriers. When Government personnel are called upon to give assistance to a carrier, the TO will prepare a self-addressed letter in the form of a request for Government service, including the important points in paragraph 2 above, to be signed by the carrier's representative. The letter will state clearly that the carrier acknowledges responsibility for performance of the services requested from the Government, and that performance of the services by Government personnel does not relieve the carrier of liability. When assistance is given under emergency conditions in which delay might contribute to further hardships or possible disaster, the letter will be prepared and signed after the service is performed.
4. Collection from Carriers for Services Rendered. Collection of sums of money for services rendered under this ITEM will be in accordance with the proper finance office procedure under the regulations of each military service.
5. Services Furnished without Charge to Carriers. Carrier will not be billed or held responsible for any service performed by DOD personnel that was not requested by the carriers, such as dispatching of representatives to observe transfer of load or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.

6. a. DSC will coordinate requests from carrier representatives or dispatchers for safe haven during emergencies, such as when military (or, upon request, other Federal) shipments of Class 1, Division 1.1, 1.2, 1.3, or 1.4 (Classes A, B, or C) explosives are endangered by civil disturbance or natural disaster or prevented from proceeding to destination by circumstances beyond the control of the carrier. MTMC will identify suitable installations for safe haven from the Transportation Facilities Guide, obtain the necessary authorizations, and then advise the carrier of the safe haven location and point of contact.

b. The carrier will notify the consignor and consignee of the delay.

c. The provision of safe haven does not relieve the carrier of liability under the contract of carriage, nor does DOD assume responsibility for the shipment or equipment, so long as terms and conditions of providing safe haven are not inconsistent with carrier's contract of carriage. The safe haven accorded is strictly temporary. The vehicle must be removed from the military premises as soon as the installation commander or appropriate civil authority determines that the shipment is no longer endangered by local conditions.

d. Vehicles accorded safe haven will be parked inside an appropriate security area, preferably a fenced area. When required, installation security will be extended to provide reasonable protection. The compatibility restrictions and quantity-distance requirements of DOD Manual 6055.9 STD, as implemented by service directives, will be observed. Shipping documents will be examined to prevent surreptitious entry of any unauthorized shipments into the installation/activity. It will be within the prerogative of the installation commander to permit carrier personnel to remain with the vehicle for constant surveillance purposes or to decline to extend safe haven. Similarly, inspection provisions will be applied.

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**ITEM 311 C4**

**ARMED GUARDS**

1. Commercial terminals that are used for in-transit holding of DOD shipments containing any quantity of arms, ammunition, and explosives must provide armed guards.

2. Terminal shall maintain a minimum requirement of two qualified professional armed guards on duty 24 hours a day, 7 days a week. Guard force personnel shall patrol restricted and controlled areas at intervals not to exceed one-hour. The guard force will provide around-the-clock coverage. Guards shall be professionals and will be afforded formal training and provided specific standing operating procedures. At a minimum, training will encompass the care and use of weapons, as required, responsibility and authority of security personnel, location and use of first aid, fire control and electronic security equipment. Guards will be educated on emergency planning and contingency response procedures, common tactics, and indicators of criminal and terrorist elements. They will be aware of the location and nature of classified, hazardous and sensitive equipment or material. Security force personnel will be provided with equipment necessary to accomplish the security mission. Guards will have a direct communications link to either their company headquarters or commercial security service dispatcher at all times in case of emergency. Hourly communications checks will be performed after normal working hours. Additionally, they will be provided with a reliable secondary means of communication when conducting security checks/patrols of the terminal surroundings.

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**ITEM 312 C4**

**TERMINAL SECURITY STANDARDS FOR INTRANSIT HOLDING OF ARMS,  
AMMUNITION AND EXPLOSIVES (AA&E) BY COMMERCIAL MOTOR  
CARRIERS**

**1. The below are the minimum required security standards for commercial carrier terminals to handle Security Risk Categorized (SRC) and Uncategorized Division 1.1, 1.2 and 1.3 Arms, Ammunition and Explosives. Additional requirements for protection of SRC I and II AA&E shipments are in paragraph 2, below. All terminals must have professional armed guards as stated in ITEM 311.**

a. The carrier shall maintain a comprehensive facility security plan, approved by the Military Traffic Management Command (MTMC) based on Transportation Safety and Security (TRANSS) team initial certification inspection and

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revalidated during annual follow-up visits. The plan will contain a detailed security diagram of the terminal, showing controlled and restricted areas, security force locations, and locations of Intrusion Detection System (IDS) and Closed Circuit TV (CCTV), as appropriate. It will address the specifics as to the terminal's implementation of the below standards. Components include:

- (1) Access Control
- (2) Guard Force standards, qualification, training, equipment.
- (3) Fencing
- (4) Lighting
- (5) Barriers (e.g., jersey concrete barriers, etc.)
- (6) Key and lock control
- (7) Emergency communications
- (8) Emergency power
- (9) Emergency response forces
- (10) Procedures for response to terrorism/criminal threats or other emergencies

b. General: AA&E shall be afforded double barrier protection. General terminal areas will be designated "controlled areas" and surrounded by a perimeter fence to limit access. Secure parking areas will be designated "restricted areas" and will be located within the established controlled area and protected by its own dedicated perimeter fence. For situations in which the guard does not have direct unobstructed view of the entire area, the restricted area will have an IDS or CCTV system to provide added security. Administrative buildings that are located within the terminal, maintenance facilities and terminal guard stations will be included within the controlled area and positioned so as to have an unobstructed view of the "restricted area" and controlled terminal facilities. Structures used by security forces will be of substantial construction (i.e. masonry or shielded) to mitigate any threat from small arms fire.

c. Warning Signs: Warning signs shall be posted at each entry point and along the terminal perimeter where they can be easily seen and understood by anyone approaching the terminal facility. In areas where English is one of two or more languages commonly spoken, warning signs will contain the local language in addition to English. The wording of the signs will denote warning of a restricted area. Warning signs will be posted at intervals not to exceed 100 feet.

d. Access Control: The carrier shall establish strict personnel and vehicle access measures for both controlled and restricted areas in the terminal. At a minimum, photo identification cards will be required for all company employees and worn during the performance of their official duties. Visitors and vendors will be logged in and out, and will either require escort or a temporary visitors badge which will be prominently displayed at all times prior to being granted access to terminal facilities. Visitor logs will be retained on file for a period of not less than one year and will be subject to audit during external reviews or inspections. No privately owned vehicles will be granted access to the "restricted area". Visitor verification procedures will be established by the motor carrier company headquarters. Procedures must include prior notification to MTMC Fort Eustis's Carrier Assistance Hotline (telephone 1-800-524-0331) to validate all visitors requesting entry to terminals holding DOD shipments.

e. Fencing: All fencing shall be chain-link mesh, a minimum of 6 feet in height (excluding top guard) and be constructed of a 9 gauge or heavier wire and galvanized with mesh openings not to exceed 2 inches per side. Chain-link mesh will be taut and securely fastened to rigid metal or reinforced concrete posts set in concrete not more than ten feet apart. Fence mesh fasteners will not be of aluminum construction. Bottom of fence fabric must reach within two inches of hard ground or pavement. On soft ground, it must reach deep enough below the surface to compensate for shifting soil or sand. A top guard will be constructed on all perimeter fences facing either vertically or outward at a 45-degree angle. Top guard supporting arms will be permanently affixed to the top of fence posts to increase the overall height of the fence by at least one foot. Three strands of barbed wire spaced six inches apart will be installed on the supporting arms. Bottom and top tension wires will be used in lieu of fence rails. Maintenance and/or repairs to fencing will be accomplished within 72 hours of discovery. When buildings form part of, or are incorporated into perimeter barriers they will provide protection comparable to the adjacent associated fence line. Such buildings should be of substantial permanent construction, having minimal windows, doors or other openings. Metal bars or security screening will protect any window or similar opening. Exterior doors will be of heavy metal construction, hinged on the inside and secured by heavy-duty deadbolt locks. Roofline of such structures will have anti-intrusion barriers such as razor wire or barbed wire.

(1) The number of gates and perimeter entrances shall be the minimum required for safe and efficient operation of the terminal facility. Active perimeter entrances must be designated so that the guard force maintains full control. Semi-active

entrances must be locked on the inside when not in use. When closed, gates and entrances must provide a barrier structurally comparable to their associated barriers.

(2) Sewers, air and water intakes, exhausts and other utility openings of ten inches or more in diameter that pass through or under perimeter barriers shall have security measures equivalent to that of the perimeter.

(3) Clear zones shall be maintained on both sides of the perimeter barrier to provide an unobstructed view of the barrier and ground adjacent to it. Clear zones will be kept free of weeds, rubbish, vehicles, containers, pallets, trash receptacles, or other material capable of offering concealment or assistance to an intruder attempting to breach the barrier. A clear zone of 20 feet or more shall exist on both sides of the perimeter barrier. A separation of at least 20 feet will be maintained between the controlled area fence and the restricted area fence, with a minimum of 100 feet between the controlled and restricted area entry gates. Parking bumpers will be installed to enforce interior clear zones and prevent damage to perimeter fencing. When it is impossible to have adequate clear zones because of property lines, topography, natural or man-made features, it will be necessary to increase the height of the perimeter barrier, increase security patrol coverage, add more security lighting or install an intrusion detection device along that portion of the perimeter.

f. Lighting: Protective lighting shall be installed to discourage or deter attempts by intruders, make detection likely if entry is attempted and prevent glare that may temporarily blind guards. Security lighting will be automatically timed and controlled to provide illumination from dusk until dawn. Lighting will not unnecessarily expose/silhouette guards or other terminal personnel to targeting by criminal/terrorist elements. Lighting will illuminate the area beyond the terminal perimeter to the outer edge of the clear zone that extends 25 feet beyond the terminal fence. The carrier will have a professional security firm perform a lighting survey of each terminal facility, and a lighting plan will be approved by MTMC TRANSS during the initial terminal certification inspection.

g. Power: Primary and alternate power sources shall be identified. The primary source may be a local public utility. An alternate source will be provided to start automatically upon failure of the primary power, adequate to power the entire terminal lighting system. It will be equipped with adequate fuel storage and supply, be periodically tested under load to ensure effectiveness and located within a controlled area for additional security. All electrical cabling and telephone lines within ten feet of the ground will be encased in metal conduit to preclude lines from being manipulated/cut.

h. Key and Lock Control: A formal key and lock control system shall be established for the terminal. The terminal manager will designate a responsible employee to control keys and locks. Possession of keys and locks will be limited to personnel whose official duties require access to them. Only DOD approved locks and locking devices to include hasps and chains will be utilized to safeguard AA&E temporarily stored within the terminal. When unattended or not being used, keys and padlocks will be stored in a locked metal container or key depository. In the event of lost, misplaced, or stolen keys, the affected locks or locking devices will be replaced immediately. Lost keys will be immediately reported to the terminal manager or his/her designee. The use of a master key or multiple key system is prohibited. Keys will be signed out as needed to authorized employees on a key control register. A key and lock inventory will contain a record of keys, locks, key serial numbers, lock serial numbers, location and the number of keys maintained for each lock. This record will be maintained in the key depository. A 100% physical inventory of all keys and padlocks will be performed on a monthly basis. Documents used to control keys and locks will be retained on file for a minimum of one year.

i. Communications: Terminals shall provide a means of alerting local law enforcement and/or emergency response forces to the presence of intruders immediately. The terminal manager will identify and coordinate with the backup force capability. The terminal shall have the following emergency communications:

(1) A duress system that includes a Satellite Monitoring (SM) unit with panic button will be located at the guard post linked to the Defense Transportation Tracking System at the main guard post and a portable unit held by the mobile patrol to report emergencies. Pending availability of a hand-held satellite vendor unit, the link from the guard to the terminal SM unit may be a cellular phone or radio-telephone.

(2) An intercom system for communications between guard office and primary vehicle entry gate.

j. Employee Investigations: All terminal employees responsible for the transportation, handling and or storage of Security Risk Category (SRC) 1 through IV and other sensitive cargo, shall have been the subject of a favorably adjudicated National Agency Check and cleared for SECRET by the Defense Security Service.

**2. Additional Security Requirements for Temporary Storage of SRC I and II Cargo:**

a. Intrusion Detection Systems (IDS) or Closed Circuit Television (CCTV) coverage shall be expanded to include the controlled terminal area.

b. Undercarriage inspections shall be performed on all vehicles entering the controlled area.

c. In the event of Force Protection Condition (FPCON) Charlie or higher, coordination shall be effected to immediately transport SRC I and II cargo to the nearest military safe haven. If this is not possible, coordination shall be made with local, county or state law enforcement officials to provide additional security until the situation can be resolved.

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**ITEM 314 C4      TERMINAL SAFETY STANDARDS FOR INTRANSIT HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES (AA&E) BY COMMERCIAL MOTOR CARRIERS**

**1. The below are the minimum required safety standards for commercial carrier terminals to handle Division 1 Ammunition and Explosives. Additional requirements for Division 1.1 and 1.2 are in paragraph 2 below. All Terminals must have professional armed guards as stated in ITEM 311.**

a. The carrier shall maintain a comprehensive facility site plan, prepared and approved by the Military Traffic Management Command (MTMC) based on Transportation Safety and Security (TRANSS) initial certification inspection and revalidated during annual follow-up visits. Additionally, the terminal will maintain the terminal approval certificate or other approval issued by a state or local HAZMAT approving authority and will make it a part of their plan. MTMC will share results of initial and follow-up facility inspections with the approval authority. The site plan shall consist of the following as a minimum:

(1) Description of the business of the terminal and any nearby DOD installations/activities that it serves.

(2) Maximum Net Explosive Weight (NEW) to be held in the terminal. This is the NEW for which the carrier is seeking approval by MTMC. DOD shipments held in a terminal for longer than 4 hours will not exceed the MTMC-approved NEW limitations. It is MTMC policy that carriers shall hold the minimum number of explosives vehicles for the minimum amount of time in carrier terminals.

(3) Terminal diagram, to include a detailed layout, with measurements, of the terminal boundary. This should include buildings and places where people work, congregate or assemble (inhabited buildings) in and highways, roads, alleys, bridges, tunnels, and overpasses (public travel routes) around the terminal. A terminal planning to handle Division 1.3 and 1.4 items must not be located within 300 feet of any of these inhabited buildings and public travel routes. A terminal planning to handle Division 1.1 and 1.2 items must further comply with the more stringent inhabited building and public travel route distance requirements in paragraph 2, below.

(4) Designation of the terminal area(s) involved in temporary storage of the explosives and handling (movement of containers), administrative areas, and any other areas where people are located.

(5) Number(s) of personnel in each area involved in (4), above.

(6) A copy of the state, or local HAZMAT approving authority's approval to operate.

(7) A copy of the terminal emergency plan.

(8) A copy of the employee safety training SOP or plan.

(9) A copy of the terminal safety SOP or plan (this plan shall address the total range of actions the carrier is taking to address all of the requirements in this standard).

b. The following general safety precautions shall be taken in the terminal:

(1) The terminal shall have a clear zone 20 feet inside and 20 feet outside of the perimeter that is clear of weeds, brush, vegetation or other combustible materials.

(2) The terminal shall have "NO SMOKING" signs that include emergency response telephone numbers to be called in the event of a fire.

(3) All terminal employees shall be made aware of the hazard classification of explosives in each vehicle in the terminal and the hazard posed by them. They shall have been instructed in the measures and procedures to be followed in order to protect the public from those dangers.

(4) A vehicle that is capable of moving the explosives trailers shall be kept at the terminal at all times. All terminal personnel shall be familiar with the vehicle and trained in its use to move explosives vehicles where required. This vehicle shall not be parked within 25 feet of an explosives vehicle.

(5) Fire protection equipment capable of handling incipient fires shall be provided to include fire extinguishers consistent with the terminal's design. Extinguishers shall have rating of at least 4-A:70-B:C and be located so as to be accessible to responders at locations throughout the terminal. Water hoses shall be available in addition to the portable fire extinguishers.

c. The following rules apply to parking vehicles in the terminal:

(1) Each vehicle entering a terminal will undergo a safety inspection. At a minimum, the vehicle shall be checked for hot tires, hot wheel bearings, hot brakes, excess oil or grease, safety defects, or any damage to the vehicle or cargo. All safety defects or hazards shall be corrected on the spot so as not to endanger personnel in the terminal.

(2) Parked trailers shall have a spacing of 5 feet, side-by-side or back-to-back. Parking shall be maintained so as to not require the moving of one vehicle in order to move another vehicle.

(3) Trailers in the terminal shall be maintained in highway condition, including placarding.

(4) No vehicle transporting other hazardous materials, including commercial explosives, shall be parked in a terminal unless the materials being transported are compatible with explosives.

d. The following rules apply to control of ignition sources in a terminal:

(1) Except for minor repairs, no other repair work shall be performed on any vehicle parked in a terminal. Any repair work involving cutting or welding, operation of the engine, or electrical wiring shall be performed outside the terminal.

(2) Smoking, matches, open flames, spark-producing devices and firearms shall be prohibited inside or within 50 feet of the terminal. As an exception, terminal security personnel and law enforcement authorities shall be permitted to carry firearms.

(3) Electric service lines shall not pass directly overhead of the terminal, and those nearby shall be no closer than the length of the lines, unless an effective means of ensuring that energized lines, on breaking, cannot come into contact with vehicles parked in the terminal.

e. The terminal manager will provide initial training for all employees within 5 days of employment and at least annual refresher training thereafter. It shall include:

(1) General HAZMAT awareness, munitions-specific, and safety training for munitions shipments as spelled out in Title 49 CFR, subpart H, Sections 172.700 through 172.704, and this standard.

(2) Emergency response procedures in accordance with the U.S. Department of Transportation Emergency Response Guide as well as emergency information contained on DOD shipping documents.

f. The carrier shall have an extensive terminal emergency plan that includes a fire response plan, emergency communications, and power back-up. The terminal manager shall conduct periodic training on the plan and hold realistic quarterly "table top" exercises involving all agencies supporting the terminal during an emergency situation. Written emergency instructions shall be posted and readily accessible to all employees.

g. The carrier will undertake *no* handling of DOD ammunition and explosives beyond the transfer of containers. In the event that emergency conditions require the opening of a trailer or container containing DOD ammunition and explosives, the carrier will contact the shipper and destination transportation officer immediately.

h. The carrier will use Material Handling Equipment designed for the terrain and weight of the container when transferring containers of DOD ammunition and explosives.

**2. Standards for Division 1.1 and 1.2 Explosives:**

a. In addition to the above standards, the following unbarricaded distances from inhabited buildings, public highways, and passenger railways will apply to all DOD HAZARD Division 1.1 and 1.2 explosives temporarily stored (100 hours or less) in carrier terminals. A carrier terminal holding Division 1.1 and 1.2 explosives will be designed to temporarily store, at a minimum, 120,000lbs Net Explosive Weight (NEW). This equates to 2,000 feet minimum separation from inhabited buildings, public highways, and 1240 feet from public traffic routes (highways, streets, alleys, roads, and railroad tracks). The carrier may elect to store greater amounts of NEW. The table below will be used to determine separation distances for greater amounts of NEW.

**Table of Distances for DOD Explosives in Carrier Terminals**

Quantity of Explosive 1.1/1.2 Materials (NEW) ◀- Limit (lbs) -▶	Inhabited Buildings	Public Travel Routes (Hwy, St, Alley, Rd, Rail)	Distances in feet	
			←	→
Up to 120,00lbs	2000	1240		
140,000	2250	1350		
160,000	2435	1450		
180,000	2600	1550		
200,000	2800	1650		
225,000	3,000	1800		

**Note: Carrier terminal design limits shall not exceed 225,000lbs NEW.**

b. The terminal shall have lightning protection sufficient to protect the entire area where explosives shipments may be parked from lightning strikes. Consult with professional safety experts on the design and equipment required for an adequate lightning protection system.

c. The NEW for the terminal will be the total NEW for the explosives vehicles. It will also include the NEW for any commercial shipments. It may not exceed the total quantity for which the terminal was sited and approved. Scheduling of shipments is of prime importance in order to minimize the total NEW at any one time.

**ITEM 320**

**DRIVER REQUIREMENTS**

1. **Instructions.** DD Form 626 (Motor Vehicle Inspection) will be used for issuing instructions to drivers of all commercial vehicles transporting explosives or certain other dangerous articles for military departments over public roads within CONUS. This form provides the shipping TO with a medium for disseminating precautionary procedural instructions to the driver. The driver will require such instruction to learn how best to protect himself, the lading, the vehicle, and other life and property from such hazards as fire, accident, and vehicle breakdown. Depending upon the type of commodities involved, the TO will supplement the instructions contained in the form with specific instructions to ensure that the driver will take every precaution while transporting these commodities. The driver must transfer the form to each successive driver, if any, for delivery to the consignee at destination.

2. **Reporting.** When a shipment of Class 1, Division 1.1, 1.2, 1.3, or 1.4 ammunition, explosives, fireworks, chemical munitions, or radioactive yellow-III label material is involved in an accident or is delayed en route for a period of 12 hours or more, the carrier's driver will notify the consignor and consignee by the fastest available means. See ITEM 65 for emergency telephone numbers.

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**ITEM 328**

**DROMEDARY BOXES**

1. Dromedary services and equipment are defined as follows:

a. Regular Dromedary service without mechanical restraining devices (Equipment Code AD and Rate Qualifiers DH, DL, or DZ) is a service that can be performed in a straight truck, closed van trailer, or dromedary box (See Item 500, Section D, Paragraph 6 of Standard Tender instructions). The straight truck or closed van trailer will be fully enclosed with sides, floor, and top; and have doors that can be locked and sealed.

b. Regular Dromedary service with mechanical restraining devices (Equipment Code AD6 and Rate Qualifiers DH, DL, or DZ) is a service in which the carrier furnishes a dromedary equipped with the properly installed mechanical restraints and the proper devices for blocking and bracing the freight.

c. 410 Dromedary Service without mechanical restraining devices (Equipment Code A10 and Rate Qualifiers DH, DL, or DZ) is a service that can be performed in a straight truck, closed van trailer, or dromedary container (See Item 500, Section D, paragraph 6 of the Standard Tender instructions). The straight truck or closed van trailer will be fully enclosed with sides, floor, and top; and have doors that can be locked and sealed.

d. 410 Dromedary Service with mechanical restraining devices (Equipment Code A16 and Rate Qualifiers DH, DL, or DZ) is a service in which the carrier furnishes a 410 dromedary equipped with properly installed mechanical restraints and the proper devices for blocking and bracing the freight.

If the service is performed in either a regular dromedary box or 410 dromedary container, the box/container must be securely fastened to the chassis of a truck, tractor or flat bed trailer. It must be demountable and capable of being handled with a forklift truck, and must be protected by a plymetal shield and equipped with doors on each side that can be locked and sealed.

2. Dromedary shipments of white phosphorus or initiating or priming explosives, wet: Diazodinitrophenol, mercury fulminate, guanyl, nitrosaminoguanilydene hydrazine, lead azide, lead styphnate, nitromannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinatate, will require Exclusive Use service (EXC) per ITEM 105. Therefore, the shipper is required to request EXC when a dromedary shipment contains such commodities.

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

Type of Dromedary	Type of Equipment	Length (inches)	Width (inches)	Height (inches)	Volume (cubic feet)
Regular	AD,	82	52	53.5	132
		88	60	60	183

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Dromedary	AD6	96	55	66	202
		90	57.5	70	210
410 Dromedary	A10, A16	102	92	75.5	410

Any shipment exceeding one or more of these dimensions will not be transported at tender rates subject to the service defined in this ITEM.

4. Equipment Substitution:

- a. In lieu of dromedary boxes, approved vehicles may be used for dromedary service.
- b. When a request is made for Dromedary Equipment Codes AD, AD6, A10 and A16, the carrier, with prior approval of the TO, may substitute a straight truck or closed van trailer. The straight truck or closed van trailer will be fully enclosed with sides, floor, and top; and have doors that can be locked and sealed. If dromedary equipment with mechanical restraining devices (AD6 or A16) is requested, the substituted equipment must also contain mechanical restraining devices. Acceptable vehicles include pickup trucks with hard covers securely fastened or bolted to the side rails or vehicle bed, panel trucks, cargo vans, and step vans. Passenger vans, motor homes, station wagons, two- and four-door passenger automobiles, and recreational vehicles are not acceptable.

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**ITEM 330**

**INSPECTION OF VEHICLES**

1. When transporting ammunition and explosives (Class 1, Divisions 1.1, 1.2, and 1.3), inhalation hazard poisons, or radioactive yellow-III label material, the carrier is required to comply with safety regulations prescribed by transportation regulatory bodies and the Department of Defense.
2. Both shipping and receiving activities will use DD Form 626 [Motor Vehicle Inspection (Transporting Hazardous Materials)] to complete inspection of carrier vehicles.
3. Shipping activities must inspect carrier vehicle(s) using applicable items on DD Form 626 as follows:
  - a. Before loading, complete Sections I and II. Only vehicles against which no unsatisfactory conditions are noted will be accepted for loading. Vehicles will not be rejected, however, if the carrier corrects deficiencies before loading.
  - b. After loading, complete Section III. All items will be completed; additional pages may be used if necessary. Vehicles will not be released for transportation until all items are satisfactory.
4. Receiving installations must inspect carrier vehicle(s) using applicable items on DD Form 626 as follows:
  - a. Before acceptance for delivery, receiving installation will inspect carrier vehicle for deficiencies. The carrier must correct deficiencies before the vehicles are permitted to enter sensitive or restricted areas.
  - b. Prior to unloading. Deficiencies will be corrected at the time of inspection, if practical and considered necessary for safe delivery of the shipment to the unloading area. If any deficiencies are not corrected at the time of inspection, proper action will be taken to ensure safe delivery of the shipment.
5. Deficiencies which exist at the time of inspection and are corrected before loading/unloading the vehicle will be entered in the "Comments" column of DD Form 626.

**ITEM 340**

**REGULATORY COMPLIANCE**

1. **Responsibilities.** All parties participating in the shipment of explosives and other dangerous articles are responsible for compliance with rules and regulations of regulatory bodies governing the safe transportation of those commodities. All matters pertaining to the establishment, amendment or clarification of such rules and regulations as they concern Department of Defense shipments will be referred to the HQ MTMC, ATTN: MTOP-PRF, for coordination, determination or further handling with regulatory bodies.

2. **Labels and Placards.** Regulations require that certain conspicuous and distinctive labels or markings be attached to or made upon containers used in transporting shipments of explosives or other dangerous articles, and that placards be applied to equipment used to transport such shipments. Labeling or marking of containers and vehicles is the responsibility of the shipper. No unit of transportation equipment loaded with explosives or other dangerous articles will be released without proper labeling of containers therein and proper placarding of the equipment as required by the appropriate regulatory or supervisory authority as described herein. Labels will not be applied to packages containing articles which are not subject to parts 171-179 of the U.S. Department of Transportation Regulations (CFR 49). When DOT Regulations exempt the package(s) from labeling, the exemption must be indicated by the words "No Labeling Required" immediately following the Description of Articles on the BOL.

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## **SECTION 4**

### **RULES: SPECIAL**

#### **PART B**

##### **HEAVY AND SPECIALIZED MOVEMENTS**

**Shipments which are overweight and/or overdimensional or require any of the services listed in Part B of this Section will be offered exclusively through the electronic Spot Bid process.**

**Shippers not having access to the Spot Bid web-based application can contact MTMC's Freight Systems Office at 1-800-336-4906 to obtain access. Shipment requests may also be sent to DSC for processing through Spot Bid.**

**The provisions of Part B will apply only when MTMC determines that special circumstances (e.g. surges in demand, national emergencies) exist which make it unfeasible for such shipments to be awarded exclusively through Spot Bid.**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 400**

**APPLICATION**

1. Part B of this section covers the rules regarding overweight and overdimensional shipments and related services. Per ITEM 18, such shipments will be offered exclusively through the Electronic Spot Bid process. Nonetheless, MTMC may determine that special circumstances (e.g. surges in demand, national emergencies) exist which make it unfeasible for such shipments to be awarded exclusively under Spot Bid. For this reason, carriers may choose to include the accessorials in this section in any of their tenders, in the event that such special circumstances arise.
  
  2. For the purposes of Part B, whenever rates are based on distance and the vehicle is overdimensional and/or overweight, the mileage basis will be the DTOD practical mileage. However, rates based on distance for those accessorial services in Part B which can be performed in a vehicle that is not overdimensional or overweight (e.g. EMT) will be based on DTOD short-route miles.
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**ITEM 401**

**EMPTY MOVEMENT OF EQUIPMENT (EMT)**

1. When required to support a DOD initiative, MTMC may require a carrier to deadhead equipment immediately, regardless of its location, to a point of pickup. All deadhead miles traveled from point of dispatch to point of origin will be charged at a rate of EMT(1) \$\_\_\_\_\_ per deadhead mile per vehicle. Charges for deadhead miles must be supported by shipper or consignee endorsement on the BOL identifying point of dispatch and applicable Standard Point Location Codes. Deadhead mileage will be based on short route miles.
  
  2. Empty movement charges will not exceed carrier's lowest line-haul charge from the vehicle dispatch point to point of pickup for the same type of equipment, regardless of commodity, in any tender filed with MTMC.
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**ITEM 405**

**ESCORT/FLAGMAN/TELEPHONE SERVICE (MES/MEN/MET)**

1. a. When an escort vehicle or a flagman is requested by the shipper or required by a regulatory agency, the charge shall be:  
  
MES(1) \$\_\_\_\_ per mile per escort vehicle/flagman, subject to a minimum charge of MES(2) \$\_\_\_\_ per escort vehicle/flagman.  
  
These charges shall apply only for the mileage for which the requirement exists which may not necessarily be the same as the mileage from the shipment's origin to its destination.  
  
b. When movement hours are restricted by a regulatory agency, carriers may include an overnight subsistence charge of MEN(1) \$\_\_\_\_\_ per night per flagman and/or escort vehicle driver, when applicable.  
  
c. When an escort vehicle or flagman is furnished by the state, county, or municipality, the carrier will advance the required charges for subsequent reimbursement from DOD, in accordance with ITEM 55.
  
  2. When requested by the shipper or consignee, mobile telephone(s) or two-way radio(s) will be furnished by the carrier at a charge of MET(1) \$\_\_\_\_\_ for each vehicle so equipped. This charge will not apply when the telephones/radios are required as part of a transportation protective service described in Section 2 of this publication.
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**ITEM 415 (continued)**

4. a. Overwidth Charges. Minimum Charge: 520(1) \$\_\_\_\_\_.

Article Width (in inches)		Charges per Mile
Over	Not Over	
102	108	520(2) \$_____
108	120	520(3) \$_____
120	132	520(4) \$_____
132	144	520(5) \$_____
144	156	520(6) \$_____
156	168	520(7) \$_____
168	180	520(8) \$_____
180	204	520(9) \$_____
204		520(10) \$_____ per foot or fraction thereof on that portion over 17 feet wide, plus the charge per mile in 520(9)

b. Overlength Charges. Minimum Charge: 520(11) \$\_\_\_\_\_.

Article Length (in inches)		Charges per Mile
Over	Not Over	
576	600	520(12) \$_____
600	660	520(13) \$_____
660	720	520(14) \$_____
720	780	520(15) \$_____
780		520(16) \$_____ plus 520(17) \$_____ per foot for that portion over 65 feet long.

c. Overheight Charges. Minimum Charge: 520(18) \$\_\_\_\_\_.

Article Height (in inches) (see para 5)		Charges per Mile
Over	Not Over	
162	168	520(19) \$_____
168	174	520(20) \$_____
174	180	520(21) \$_____
180	192	520(22) \$_____
192	204	520(23) \$_____
204		520(24) \$_____

5. Dimensions are measured from the ground to the top of the article after loading

**ITEM 416** **OVERWEIGHT PERMIT SHIPMENTS (PER)**

1. An overweight shipment consists of any non-divisible article which exceeds 48,000 pounds (45,000 pounds when loaded on lowboy equipment) which is assessed an excess weight permit charge for each state transported from, to, or through.
  2. a. Line-haul charges will be determined from rates contained in the relevant tender.  
  
b. Per ITEM 55, carrier shall advance and then claim reimbursement for the following costs incurred as a result of an overweight shipment:
    - (1) Tolls and fees for access to bridges, ferries, highways, or tunnels;
    - (2) Any special permits or bonds required by any city, county, state, or municipal agency.
  3. Carriers wishing to offer overweight service will complete Section F, Item 2, Accessorial Services, by entering PER in the Service column, and inserting zeroes ("0000") in all data elements in the Minimum Charge/Weight Column.
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**ITEM 417** **OVERDIMENSIONAL AND OVERWEIGHT PERMIT CHARGES**

This publication will no longer maintain the ever-changing tables containing the costs and other requirements of each state regarding permits for overdimensional and overweight shipments. DOD will reimburse carriers for the costs of such permits. In the automated PowerTrack environment, the actual receipts cannot be submitted. Nonetheless, for audit purposes, carriers must retain the valid receipts and any other documentary evidence to support these claims.

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**ITEM 420** **RESTRICTED SPEEDS (RSS)**

The shipper may restrict the carrier to speeds below normal operating speeds, because of the unusual character of the shipment, by specifying this requirement on the BOL or by other specific written instructions when tendering the shipment to the carrier. The carrier will comply with such restricted speeds insofar as possible. The following charges shall apply:

<b><u>RESTRICTED SPEED</u></b>	<b><u>RATE PER VEHICLE MILE</u></b>
20 MPH or less	RSS(1) \$ _____
21 to 25 MPH	RSS(2) \$ _____
26 to 35 MPH	RSS(3) \$ _____
36 to 40 MPH	RSS(4) \$ _____
41 to 46 MPH	RSS(5) \$ _____

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**ITEM 425** **SPECIAL SERVICES**

1. Shipper shall be required to provide special facilities, equipment, qualified personnel, or permission necessary for such special services as:
    - a. Raising of overhead wires;
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- b. Removing (and, if necessary, replacing) obstructions, as required for the passage of shipments;
  - c. Shoring;
  - d. Reinforcing of bridges, culverts, or roadways where necessary to provide for the safe passage of the load and equipment.
2. Any and all delay to carrier's equipment caused by the failure of the shipper to provide such necessary services as provided in paragraph 1 above, shall be charged for at the rate shown in ITEM 85 without benefit of free time.
3. The carrier, acting as agent of the shipper or consignee, will provide the services set out in paragraph 1 above at the request of the shipper (and with approval of DSC). The carrier will advance the necessary expenses for later reimbursement by the shipper. Request for this service shall be annotated in clear and specific language on the BOL.

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**ITEM 430**

**SURVEYING ROUTES (SRS)**

When, because of the unusual size or weight of a shipment, a survey of the route is required for the safety of the shipment, carrier will notify the consignor of the shipment. Upon written authorization of the shipper (with approval of DSC), the carrier will furnish the necessary vehicle(s) and employee(s) or agent(s), to perform such survey service at a charge of:

SRS(1) \$\_\_\_\_\_ per mile per vehicle, subject to a minimum charge of SRS(2) \$\_\_\_\_\_ for each survey vehicle; and  
SRS(3) \$\_\_\_\_\_ per mile per person, subject to a minimum charge of SRS(4) \$\_\_\_\_\_ for each person.

SRS mileage is based on the one-way mileage of the route followed by the survey vehicle(s). If shipper refuses to agree to such survey, carrier will not be obligated to perform the transportation. The word "survey" means the dispatching of carrier's vehicle(s) and employee(s) or agent(s) to ascertain the route over which a shipment can or may be transported.

**SECTION 4**

**RULES: SPECIAL**

**PART C**

**SECOND AND THIRD PROVISO COMMODITIES MOVING**

**VIA HOUSEHOLD GOODS CARRIERS**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 500**

**APPLICATION**

1. Household goods motor carriers filing tenders with MTMC will use the DOD Standard Tender of Freight Services and will be governed by the tender instructions and all rules in this publication. Second and/or third proviso commodities are considered to be freight commodities and will be described as provided in paragraphs 2 and 3 of this ITEM.

2. Second proviso commodities will be entered in the description field in Line 14 of the DOD tender, using either one of the following description alternatives:

a. DOD Unique Commodity Code 999910. Place an "X" next to DOD Unique and enter the following:

<u>NUMBER</u>	<u>DESCRIPTION</u>
999910	Second proviso commodities defined in ITEM <u>510</u> of MFTRP No. 1A, released value not exceeding \$2.50 per pound.

b. National Motor Freight Classification (NMFC) item number and commodity description, for identification of specific commodities. Place an "X" next to NMFC and enter the following information:

<u>NUMBER</u>	<u>DESCRIPTION</u>
(Enter NMFC commodity item(s) numbers)	Enter the complete NMFC commodity description, including released value if applicable; and  Add the words "Second Proviso" enclosed in parentheses at the conclusion of the commodity description statement.

See ITEM 190, concerning released values and application of Line 15 of the DOD tender.

3. Third proviso commodities will be entered in the description field in Line 14 of the DOD tender, using either one of the following description alternatives:

a. DOD Unique Commodity Code 999920. Place an "X" next to DOD Unique and enter the following:

<u>NUMBER</u>	<u>DESCRIPTION</u>
999920	Third proviso commodities defined in ITEM <u>510</u> of MFTRP No. 1A, released value not exceeding \$250 per pound.

b. National Motor Freight Classification (NMFC) item number and commodity description, for identification of specific commodities. Place an "X" next to NMFC and enter the following information:

<u>NUMBER</u>	<u>DESCRIPTION</u>
(Enter NMFC commodity item(s) numbers)	Enter the complete NMFC commodity description, including released value if applicable; and  Add the words "Third Proviso" enclosed in parentheses at the conclusion of the commodity description statement.

See ITEM 190, concerning released values and application of Line 15 of the DOD tender.

**ITEM 500 (continued)**

4. Specialized equipment will be a closed van, air ride, with temperature and humidity control (equipment code A8), padded closed van equipped with air ride suspension (equipment code A9) or regular closed van, air ride (equipment code AA1, AA2, or AA3) in combination with a tractor unit (equipment code A5) which is also equipped with air suspension or easy ride suspension.
  5. The use of equipment code A9 is restricted to household goods motor carriers handling second and/or third proviso commodities.
- 

**ITEM 510                      DEFINITION OF SECOND AND THIRD PROVISO COMMODITIES**

1. "Second Proviso" commodities are those commodities described in 49 U.S.C.A. Section 10102 (11) (B), as follows:

Furniture, fixtures, equipment and property of stores, offices, museums, institutions, hospitals or other establishments when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals, or other establishments, except that this definition shall not be construed to include the stock-in-trade of any establishment, whether consignor or consignee, other than used furniture and used fixtures, except when transported as an incident to the removal of the establishment, or a portion thereof, from one location to another.

2. "Third Proviso" commodities are those commodities described in 49 U.S.C.A. Section 10102 (11) (C), as follows:

Articles, including objects of art, displays, and exhibits, which because of their unusual nature or value require the specialized handling and equipment usually employed in moving household goods and such similar articles as the Interstate Commerce Commission may provide by regulation, except that this definition shall not be construed to include any article, whether crated or uncrated, which does not, because of its unusual nature or value, require the specialized handling and equipment usually employed in moving household goods.

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**ITEM 520                      RESERVATION - PORTION OF A VEHICLE (RSV)**

(Applicable only to Household Goods Motor Carriers  
Filing Second and/or Third Proviso Commodity Tenders)

1. Subject to availability of equipment, shipper may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space, and accepting transportation charges based on actual weight of shipment subject to minimum weights as follows:

- |                         |  |
|-------------------------|--|
| a. 150 cu. ft. or less  | RSV(1) _____ pounds  |
| b. 151 to 200 cu. ft    | RSV(2) _____ pounds  |
| c. More than 200 cu. ft | RSV(3) _____ pounds per each 100 cu. ft. unit or fraction thereof ordered. |

2. Shipper shall endorse the BOL:

"SPACE RESERVATION \_\_\_\_\_ CU. FT. ORDERED"

**SECTION 5**

**EXPLANATION OF ABBREVIATIONS, CODES, DEFINITIONS, & REFERENCE MARKS;**

**REFERENCE AND REVISIONS TABLES**

**ITEM 1000**

**ABBREVIATIONS**

ATA	American Trucking Associations
BOL	Bill of Lading
CONUS	Continental United States
CFR	Code of Federal Regulations
DDD	Desired Delivery Date
DOD	Department of Defense
DPM	Direct Procurement Method
DSC	Deployment Support Command
DTOD	Defense Table of Official Distances
DTTS	Defense Transportation Tracking System
EC	Electronic Commerce
EDI	Electronic Data Interchange
FAK	Freight All Kinds
FVC	Full Visible Capacity
LTL	Less than Truckload
MFTRP	MTMC Freight Traffic Rules Publication
MTMC	Military Traffic Management Command
NAC	National Agency Check
NMFC	National Motor Freight Classification
RDD	Required Delivery Date
SCAC	Standard Carrier Alpha Code
SPLC	Standard Point Location Code
TL	Truckload
TO	Transportation Officer
TPS	Transportation Protective Service
TRANSCOM	US Transportation Command

**ITEM 1005**

**CODES FOR ACCESSORIAL SERVICES**

ANSI code (new code)	DOD code (old code)	Description
045	AC	Advancing Charges
520	OD	Overdimensional Freight Service
675	ST	Signature and Tally Record Service
CHN	CB	Chains and Binders
CIS	CS	DOD Constant Surveillance Service
DDN	DN	Dual Driver Protective Service with NAC
DDP	DD	Dual Driver Protective Service
DEP	DP	Detention: Vehicles with Power Units
DET	DW	Detention: Vehicles without Power Units
EMT	EM	Empty Movement of Equipment
ERS	ER	Equipment, Empty Trailers – Return of
EXC	EU	Exclusive Use of Vehicle/Dromedary
EXP	EX	Expedited Service
HHB	HF	Handling Freight At Positions Not Immediately Adjacent To Vehicle
HOL	PD	Sunday/Holiday Pickup/Delivery
IMP	IM	Impactographs
LIE	LI	Liability of Carrier
MES	EF	Escort/Flagman/Telephone Service
MEN		
MET		
MNS	MS	Motor Surveillance (12-hour calls)
MVS	MS	Motor Surveillance (8-hour calls)
PER	OW	Overweight Permit Shipment
PRL	PR	Prelodging
PSS	PS	Protective Security Service
PTS	PT	Protective Tarping for Security Purposes
PUD	PD	Pickup/Delivery (on workdays outside normal business hours)
RCC	RC	Reconsignment or Diversion
RCL	RD	Redelivery
RLS	RV	Relocation of Vehicles
RSS	RU	Restricted Speeds
RSV	RP	Reservation – Portion of Vehicle
SAT	PD	Saturday Pickup/Delivery
SDL	SP	Split Delivery
SEV	SE	Security Escort Vehicle Service
SNS	SM	Satellite Motor Surveillance Service
SRS	SR	Surveying Routes
SOC	SO	Stop-off in Transit
SPU	SP	Split Pickup
SRG	SG	Storage
TOW	--	Towaway
URC	LU	Loading-Unloading by Carrier
VFN	VF	Vehicles Furnished but not Used
WTV	WV	Weight Verification

**ITEM 1010**

**DEFINITIONS**

**CLEARED CARRIER** - A commercial carrier who has met the following criteria for handling SECRET shipments:

- a. Can provide the Transportation Protective Service (TPS) requirement established by a TO.
- b. Has authorization by law or regulation to provide the required transportation protective service.
- c. Has a SECRET facility clearance issued by the Defense Security Service.
- d. Has furnished MTMC with an applicable tender, agreement, or contract that provides for Protective Security Service (PSS).

**CONTINENTAL UNITED STATES (CONUS)** - United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

**DESIRED DELIVERY DATE (DDD)** - A specific date by which delivery of a shipment should be accomplished by the carrier at the CONUS destination or CONUS air/water terminal.

**DROMEDARY BOX** - A freight box carried on and securely fastened to the chassis of a truck tractor or flatbed trailer. A dromedary is demountable and can be handling with a forklift truck. It is protected by a Plymetal shield and is equipped with doors on each side that can be locked with a padlock and sealed.

**EMERGENCY** - Any situation which would prevent a shipment of classified or protected material from safely reaching its destination, such as undue delay caused by accidents, equipment failure, civil disturbance, labor strikes, or natural disasters.

**HOLIDAYS** - The Federally-designated holidays: New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Columbus Day, Thanksgiving Day, and Christmas Day.

**LESS-LOAD RATES** - Less-load rates or classes are those applicable to a quantity of freight less than the truckload weight specified for the same article.

**LOADING OR UNLOADING** - The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle. Loading includes furnishing to the carrier the BOL, forwarding instructions and/or other documentation necessary for forwarding and completion of the transportation requested. Unloading includes signing of the delivery receipt and/or other documentation required by the carrier for billing purposes and notification to the carrier that the vehicle is released.

**MILVAN** - A DOD-owned or -leased demountable container, conforming to U.S. and International standards, used for the movement of military cargo.

**OVERDIMENSIONAL** - A shipment will be considered to be overdimensional when it contains one or more non-divisible articles which measure in excess of 576 inches (48 feet) in length (OVERLENGTH), 102 inches (8 feet 6 inches) in width (OVERWIDTH), or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading (OVERHEIGHT). Exception: A shipment will not be considered overlength for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

**OVERWEIGHT** - A shipment will be considered to be overweight when it contains a non-divisible article which exceeds 48,000 pounds (45,000 pounds when loaded on low boy equipment).

**ITEM 1010 (continued)**

**QUALIFIED CARRIER REPRESENTATIVE** - A person employed by a carrier or terminal involved in the handling of DOD shipments moving in security service who is:

- a. Designated by carrier or terminal management to attend a vehicle.
- b. Aware of the sensitivity of DOD material moving under transportation protective service(s).
- c. Knowledgeable of the safety, security, and emergency procedures that must be followed.
- d. Authorized to move a vehicle and has the means and ability to so.
- e. When providing PSS, cleared under the DOD Industrial Security Program to handle SECRET shipments and who has carrier-issued identification.

**REFUGE LOCATION** - A DOD activity that meets statutory requirements for storing classified or protected (sensitive) material, [excluding Class 1, Division 1.1, 1.2, or 1.3 (Classes A and B explosives)], and which can provide security for such shipments in emergencies.

**RELEASED VALUATION RATE** - A rate applied subject to limitation with respect to the liability of carriers for loss of and/or damage to a shipment.

**REQUIRED DELIVERY DATE (RDD)** - Date when material is required by the consignee.

**ROUTING OR ROUTE ORDER** - An order issued by a routing officer specifying the mode of transportation and the means within that mode by which shipment will move.

**SAFE HAVEN** - A protected area specifically provided for and approved in writing by local, state, or federal Government authorities for the parking of unattended vehicles containing sensitive material or explosives, such as Class 1, Division 1.1, 1.2, or 1.3 (Classes A or B) Ammunition, Explosives, or Fireworks.

**SECURED AREA** - An area to which access is controlled and which is under the regular, periodical surveillance of security personnel.

**SECURITY CAGE** - A structure fabricated of steel grating which can be used for temporary storage of classified or protected material within low security structures, including carrier terminals.

**SENSITIVE CARGO** - Small arms, ammunition, and explosives that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions.

**SHIPMENT** - A quantity of freight tendered for transportation by one shipper at one point, on one day, on one BOL, for delivery to one consignee, at one site, at one destination.

**SPOTTING (Dropping)** - The detachment of a trailer from a power unit (tractor) and its placement at a specific site designated by and in full possession of shipper, consignee or other designated party

**TRACTOR** - A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

**TRIP LEASE** - Lease of less than 30 days' duration

**TRUCKLOAD RATES** - Truckload rates or classes are those for which a truckload minimum weight is provided, and charges will be assessed at the truckload minimum weight shown in the carrier tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater will be considered truckload minimums.

**ITEM 1015**

**REFERENCE MARKS (see NOTE)**

1. The reference mark “C” followed by a number describes an ITEM which has been modified (other than for corrections of typographical errors, page layouts, etc.) since the original issue of this publication was effective on September 30, 2000.
2. The reference mark “N” followed by a number describes an ITEM which has been added after the original issue of this publication became effective on September 30, 2000.
3. The reference marks appear just after the ITEM number on the title line of each ITEM and in the appropriate column in the Table of Contents. The latter will appear only with the Change number, which will not be preceded with the letters “C” or “N”.
4. ITEMS which have changed more than once since the first issuance of this publication will bear the number of the most recent change only. For example, an ITEM which first appeared in Change 1, and was last modified in Change 3 will bear the reference mark (C3) on its title line, and 3 in the appropriate column in the Table of Contents.
5. ITEMS which appeared in the original issue of this publication (effective September 30, 2000) and have remained unchanged will not have a reference mark in their title line, and will show “O” (for Original) in the appropriate column in the Table of Contents.
6. The following table displays reference marks in use, other than lines with question marks (???) which are reserved for future editions:

(N-)	Denotes new ITEM, as follows:
(N1)	Effective ???
(C-)	Denotes most recent change in text of ITEM, as follows:
(C1)	Effective ???

*NOTE: No reference marks appear in the Original Edition of the 1B; reference marks will appear in subsequent editions. Information about the changes from the 1A to the 1B appears in ITEM 1035.*

**ITEM 1020**

**REFERENCE TABLE 1 (WEBSITES)**

For easy reference, all Websites listed in this publication are listed here:

WEBSITE	CONTAINS	ITEM NUMBER(S)
<a href="http://www.dsc.mtmc.army.mil/rules/feedback">www.dsc.mtmc.army.mil/rules/feedback</a>	Rules feedback form	15
<a href="http://www.nara.gov/fedreg">www.nara.gov/fedreg</a>	Federal Register notices	15
<a href="http://www.mtmc.army.mil/freight/rules">www.mtmc.army.mil/freight/rules</a>	Updates to this publication	15
<a href="http://www.mtmc.army.mil/freight">www.mtmc.army.mil/freight</a>	EC/EDI	16
<a href="http://www.lmi.org/lmi/dtedi">www.lmi.org/lmi/dtedi</a>	EDI implementation conventions	16
<a href="http://www.ccr.edi.disa.mil/ccragent/plsql/ccr.welcome">www.ccr.edi.disa.mil/ccragent/plsql/ccr.welcome</a>	CCR Registration	16
<a href="http://www.usbank.com/powertrack">www.usbank.com/powertrack</a>	PowerTrack information	20
<a href="http://www.mtmc.army.mil/freight/astray">www.mtmc.army.mil/freight/astray</a>	Astray freight	65

**ITEM 1025**

**REFERENCE TABLE 2 (TELEPHONE NUMBERS)**

1. For easy reference, all telephone numbers shown in this publication are listed here:

TELEPHONE NUMBER	USED FOR	ITEM NUMBER(S)
703-428-2915	Information on EC/EDI program	16
1-800-417-1844	PowerTrack certification	20
703-428-3248	NAC verifications	35
1-800-826-0794	DTTS	38, 47
1-800-631-0434	Astray Freight or other nonemergency notifications	65
1-800-524-0331	Accidents, incidents, delays, or other emergencies	65
1-800-851-8061	Non-explosive hazardous cargo emergency response guidance	65

2. The DSN telephone number begins with 328 for HQ MTMC commercial telephone numbers beginning with 703-428.

**ITEM 1030**

**REFERENCE TABLE 3 (FORMS)**

For easy reference, all forms shown in this publication are listed here:

FORM NUMBER	USED FOR	ITEM NUMBER(S)
DD-1907	Signature and Tally Record	35
DD-626	Motor Vehicle Report	48
DD-836	Motor Vehicle Inspection	320

**ITEM 1035**

**REVISIONS FROM THE PREVIOUS EDITION**

This publication (1B) has been changed substantially from the previous edition (1A). The 1B uses the three-character ANSI codes for accessorial services instead of the two-character DOD codes used in previous editions. A table showing both the old and new codes appears in ITEM 1005. To maintain continuity, ITEMS appearing in both editions generally have the same ITEM number, except in Section 5. For other sections, the following table contains the status of:

- a. ITEMS appearing in both editions; status is *Revised* or *No Change*.
- b. ITEMS appearing for the first time in the 1B; status is *New*.
- c. ITEMS in the 1A deleted from the 1B due to duplication in other publications; status is *Dup/[see code]*.
- d. ITEMS in the 1A deleted from the 1B for other reasons; status is *D/[see code]*.

ITEM Number	Current Status	ITEM Number	Current Status	ITEM Number	Current Status	ITEM Number	Current Status
<b>SECTION 1</b>		<b>SECTION 3</b>			<b>SECTION 4</b>		
5	Revised	50	D/OB	132	Revised	300	Revised
6	18 in 1B	52	New	135	Dup/MSTP	305	Revised
10	Dup/MSTP	55	Revised	140	Dup/MSTP	310	Revised
11	Dup/CQP	60	Revised	145	D/OB	312	New
13	New	65	Revised	146	New	314	New
15	Revised	66	Dup/MSTP	150	Revised	315	Dup/CQP
16	New	70	Revised	155	D/seeITEM 5	320	Revised
17	Dup/MSTP	71	Dup/CQP	160	D/OB	325	D/see ITEMS 105,215,328
18	Rev (old 6)	73	Revised	165	D/RE	327	
19	New	75	D/CFR	170	D/21/55	328	Revised
20	Dup/MSTP	76	Dup/MSTP	175	Revised	330	Revised
21	Revised	78	in ITEM 13	176	Revised	335	Dup/CQP
22	Dup/MSTP	80	D/21/55	177	D/DFAS	340	Revised
		85	Revised	178	Revised	400	Revised
<b>SECTION 2</b>	90	Revised	180	Revised	407	401	Revised
23	D/OB	95	Dup/MSTP	185	Revised	405	Revised
24		Dup/CQP	96	D/OB	190	Revised	Revised
30	Revised	97	D/OB	195	Revised	410	Revised
31	Revised	100	Revised	200	D/see 52	415	Revised
35	Revised	105	Revised	205	Revised	416	Revised
37	Dup/CQP	106	Revised	209	New	417	Revised
38	Revised	110	Revised	210	Revised	420	Revised
40	Revised	112	Revised	215	Revised	425	Revised
41	Revised	113	Revised	220	Revised	430	Revised
45	Revised	115	Revised	225	Revised	435	Dup/MSTP
47	Revised	116	Revised	228	New	500	No Change
48	Revised	120	Revised	230	Dup/CQP	510	No Change
49	Revised	125	Revised	240	Revised	520	Revised
		126	Restored	242	Dup/MSTP	600	D/21/55
		127	Dup/CQP	245	D/CFR	605	D/21/55
		130	Revised	250	Revised		
<b>SECTION 5</b>							
<i>Renumbered &amp; Expanded</i>							

Codes: Reasons for Deletions of ITEMS:

Code	Duplicated; please refer to:	Code	Deleted because:
Dup/MSTP	Tender Instructions MSTIP No. 364B	D/SB	Covered by Spot Bid (ITEM 18) only

Dup/CQP	32 CFR 619	D/21/55	Covered by Spot Bid & ITEMS 21 or 55
Dup/32CFR	Code of Federal Regulations, Title 32	D/RE	All info in other ITEMS
Dup/DFAS	DFAS Billing Instructions	D/OB	Obsolete