

INTERIM CHANGE TO MFTRP 1B

ITEM 41 **SECURITY ESCORT VEHICLE SERVICE (SEV) (MEV)**

1. Security Escort Vehicle Service (SEV) consists of the following requirements:

a. Carrier will provide an escort vehicle (either an inconspicuous, unmarked automobile or van, or a freight vehicle such as tractor, tractor-trailer (flatbed or van) combination or straight bed truck) manned by two unarmed licensed drivers, to maintain constant and specific surveillance of the cargo vehicle(s). Under no circumstances (other than emergencies described in the next subparagraph) will the escort vehicle be under load while in escort service, i.e., escort vehicles such as a trailer or straight truck must be empty and its doors sealed by the origin shipper and verified by the consignee. Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a continuous view of the cargo vehicle(s) from behind. During en route stops, at least one of the escort vehicle drivers must maintain a constant, unobstructed view of the cargo vehicle(s) while either remaining in the escort vehicle or being within approximately 25 feet of such vehicle.

b. In an on-road emergency, where feasible, the SEV vehicle/driver may be used to move the freight or freight trailer(s) as authorized by a state or local law enforcement or rescue service official, a DOD TO, or MTMC official.

c. Carrier will instruct drivers of the escort vehicle to remain clear of any cargo vehicle should it come under attack. In such instances, drivers will immediately contact the nearest state or local law enforcement agency, and record details about the attack.

d. In the event of an accident, breakdown, natural disaster, or civil disturbance involving or affecting either vehicle, drivers will contact the nearest state or local law enforcement agency for emergency assistance or, as appropriate, escort the cargo vehicle(s) to a DOD refuge/safe haven.

e. The escort vehicle must be equipped with a working mobile communications unit, such as a citizens band (CB) radio or cellular telephone, capable of obtaining emergency assistance and assuring two-way communication between the cargo vehicle(s) and the security escort vehicle. Two-way communications will be kept to a minimum. The drivers of the escort vehicle will neither discuss the nature of the shipment(s) nor reveal its origin or destination. Both security escort vehicle drivers must be trained in the operation and use of the mobile communications unit, and be responsible for its proper maintenance and serviceability throughout the movement.

f. Carrier and all drivers must be in full compliance with the requirements of ITEM 31. Drivers accompanying a non-SECRET munitions shipment must have a favorable National Agency Check through MTMC.

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

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“Security Escort Vehicle Service Requested”

3. SEV will be subject to the following charges:

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

4. During periods of heightened security threat conditions, MTMC may direct that certain commodities will require the use of a Military Security Escort Vehicle (MSEV). When MSEV service is required, the consignor shall provide the appropriate MTMC movement control activity 48 hours notice prior to shipment pick-up. The specific requirements for MSEV service (e.g., which commodities, duration of requirement, etc.) shall be identified by MTMC and will vary based on threat levels.

5. In the event that the use of MSEV service results in the carrier incurring additional mileage, and the carrier's rate is mileage based, the carrier may bill the government for the additional mileage incurred. Additional mileage may be incurred by the carrier as part of the MSEV interchange process and the carrier shall be eligible to bill for additional mileage incurred as a result of out of route mileage to an from an MSEV interchange point. The carrier may bill for these charges via the PowerTrack eBill process and charges are subject to review by MTMC personnel.

ITEM 85 **DETENTION: VEHICLES WITH POWER UNITS (DEP)**

1. If a 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 location, 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

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|---|----------------------|
| 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.

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| 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

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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).

*NOTE: When the shipment requires the use of a Military Security Escort Vehicle (MSEV), Free Time shall include any waiting time associated with the arrival of the MSEV vehicle.

DETENTION RESULTING FROM MSEV DELAYS:

8. Origin Shipment Delay: If the carrier is delayed from departing the consignor at the conclusion of free time, as a result of the government failing to provide the appropriate MSEV service, the carrier is entitled to a charge of DEP(1) \$ _____ for each hour, or fraction thereof, until the SEV arrives and is able to escort the shipment. The carrier shall annotate on all detention bills resulting from this rule that the charge was attributable to a delay caused by a lack of MSEV service at the consignor.

9. Intransit Delays: The government shall be allowed a maximum of 30 free minutes wait time at each MSEV interchange point. All MSEV interchange points shall be coordinated between the carrier and the designated MTMC MSEV movement control element prior to shipment departure from the consignor. Any interchange point delay greater than 30 minutes is subject to a charge of DEP(1) \$ _____ for each hour or fraction thereof. The carrier shall annotate on all detention bills resulting from this rule that the charge was attributable to a delay caused by a lack of MSEV service at the MSEV interchange point.