



Military Surface Deployment and Distribution Command

FY2014

Port Handling Billing Rates

Contents

(Listed by Section Number)

Purpose and Scope -----	1
Application of Rates -----	2
Port Handling Cargo Billing Rates (Tables 1–6) -----	3
Geographic Rate Structure for Port Handling -----	4
Cargo Commodity Billing Categories and Definitions -----	5
Billing Rate Features -----	6
Special Port Handling Cargo Rates -----	7
Glossary of Commonly Used Port Handling Terms -----	8

1. Purpose and Scope

This guide contains the FY 2014 Transportation Working Capital Fund (TWCF) billing rates tables for port handling services provided to DOD shippers by the Military Surface Deployment and Distribution Command (SDDC). In addition, guidance concerning the use of the billing rates is provided that is applicable to the active duty U.S Army and its Reserve and National Guard components, other DOD agencies, as well as all other customers.

2. Application of Rates

Tables one through six list rates applicable to commodities moving under the control of SDDC through military and commercial ocean terminal facilities. Billing rates are computed per measurement ton (MTON). In addition to the basic transshipment rates in tables one and two, other charges for special handling may be applicable as specified in tables three and four. All cargo loaded will be billed at the explosive rate when class “A” explosives are present and adjacent to a vessel or on the vessel.

a. Table one rates apply to port handling services for export shipments moving through the Continental United States (CONUS) and overseas ocean terminal facilities.

b. Table two rates apply to port handling for services for import shipments moving through CONUS and overseas ocean terminal facilities.

c. Tables three and four rates apply for special handling and will be assessed in addition to charges applicable under the provisions of tables one and two.

d. Tables five and six rates apply for services performed by SDDC in connection with releasing, booking, documenting, and expediting all offshore, intercoastal, and coastal export and import berth term shipments (includes commercial containers - seavans).

Billing charges are based on the MTONs of cargo actually packed. An MTON is the unit of volumetric measurement of equipment associated with surface delivered cargo. MTONs equal total cubic feet divided by 40 (1 MTON = 40 cubic feet).

3. Port Handling Cargo Billing Rates

Table 1

Billing Rates per MTON for Export Shipments (other than Berth Term)

Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Europe	Pacific	Caribbean
20	Explosives	\$61.87	\$46.79	\$70.63	\$138.67	\$30.90	\$91.23
25	Containers - Explosives *	\$28.29	\$24.58	\$58.21	\$50.55	\$34.06	\$30.07
35	Aircraft (Unboxed)	\$9.91	\$7.63	\$8.00	\$22.20	\$11.51	\$9.90
40	General Cargo	\$82.82	\$56.10	\$126.21	\$101.44	\$49.97	\$38.32
41	Wood Products (Unboxed)	\$87.76	\$82.14	\$80.67	\$56.36	\$21.49	\$31.46
43	Metal Products (Unboxed)	\$109.73	\$107.10	\$99.33	\$54.15	\$46.56	\$31.01
44	Cargo Transporters (loaded/empty) *	\$28.19	\$26.69	\$27.86	\$19.11	\$20.45	\$17.92
45	Containers - except Explosives *	\$26.24	\$29.51	\$37.51	\$37.97	\$21.99	\$25.84
47	HHG (includes baggage)	\$67.61	\$66.15	\$83.89	\$103.87	\$42.46	\$45.72
50	Refrigerated Cargo	\$62.02	\$61.95	\$54.56	\$33.03	\$16.32	\$31.23
60	Heavy Gov't Vehicles > 10,000 lbs	\$47.87	\$19.39	\$40.85	\$22.72	\$34.85	\$19.26
61	Gov't Vehicles ≤ 10,000 lbs	\$39.41	\$28.55	\$48.59	\$40.98	\$31.37	\$30.58
62	Privately Owned Vehicles (POVs)	\$44.26	\$56.04	\$33.32	\$59.77	\$33.22	\$14.10

*Billing based on cube produced by outside dimensions of the Container or CONEX.

Table 2
Billing Rates per MTON for Import Shipments (other than Berth Term)

Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Europe	Pacific	Caribbean
20	Explosives	\$72.67	\$65.09	\$78.81	\$65.14	\$56.73	\$68.49
25	Containers - Explosives *	\$29.80	\$38.49	\$28.66	\$32.20	\$32.09	\$14.92
35	Aircraft (Unboxed)	\$10.42	\$9.70	\$14.18	\$12.31	\$16.42	\$9.40
40	General Cargo	\$52.91	\$60.24	\$82.31	\$60.97	\$60.40	\$36.16
41	Wood Products (Unboxed)	\$68.17	\$95.76	\$77.31	\$29.74	\$34.12	\$20.22
43	Metal Products (Unboxed)	\$72.88	\$48.23	\$85.56	\$41.13	\$24.38	\$29.91
44	Cargo Transporters (loaded/empty) *	\$20.22	\$21.81	\$23.39	\$43.03	\$35.75	\$18.38
45	Containers - except Explosives *	\$22.34	\$25.10	\$17.70	\$38.01	\$31.00	\$13.00
47	HHG (includes baggage)	\$64.65	\$93.59	\$80.12	\$84.83	\$38.31	\$15.97
50	Refrigerated Cargo	\$75.35	\$81.20	\$63.55	\$58.06	\$37.99	\$23.31
60	Heavy Gov't Vehicles > 10,000 lbs	\$44.41	\$21.11	\$20.27	\$25.98	\$35.90	\$13.10
61	Gov't Vehicles ≤ 10,000 lbs	\$70.60	\$25.05	\$33.42	\$46.16	\$36.72	\$21.66
62	Privately Owned Vehicles (POVs)	\$32.48	\$20.66	\$25.07	\$39.75	\$16.67	\$12.14

*Billing based on cube produced by outside dimensions of the Container or CONEX.

Table 3
Special Handling Charges per MTON - Export

Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Europe	Pacific	Caribbean
71	Packing CONEX	\$58.09	\$57.05	\$71.63	\$127.69	\$102.00	\$46.61
75	Unitization of General Cargo	\$37.43	\$31.91	\$35.39	\$66.75	\$39.23	\$24.07
76	Unitization of Explosives	\$58.70	\$55.21	\$39.66	\$76.05	\$56.23	\$28.34
77	Packing Containers (all other cargo)	\$56.31	\$60.37	\$30.18	\$40.39	\$40.82	\$18.79
79	Packing Containers (Vehicles)	\$45.87	\$17.84	\$39.48	\$12.33	\$32.83	\$11.47
80	POV Processing	\$35.29	\$35.29	\$23.37	\$55.35	\$16.33	\$14.30
83	Frustrated Cargo	\$14.58	\$13.72	\$12.45	\$18.54	\$16.30	\$11.36
84	Packing Containers (POVs)	\$30.79	\$30.79	\$26.06	\$55.59	\$26.23	\$12.87
86	Packing Containers (Explosives)	\$137.30	\$151.19	\$137.44	\$115.68	\$47.89	\$63.90
87	Packing Containers (Refrig Cargo)	\$42.94	\$46.42	\$45.46	\$76.37	\$35.72	\$18.65
88	Pack/Unpack AAFES Cargo	\$0.00	\$0.00	\$32.48	\$0.00	\$0.00	\$0.00

Table 4
Special Handling Charges per MTON - Import

Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Europe	Pacific	Caribbean
71	Packing CONEX	\$48.75	\$41.52	\$29.22	\$69.43	\$33.40	\$20.77
75	Unitization of General Cargo	\$24.98	\$21.80	\$13.05	\$24.88	\$15.67	\$10.02
76	Unitization of Explosives	\$55.14	\$52.69	\$37.74	\$62.08	\$25.53	\$29.27
77	Packing Containers (all other cargo)	\$57.05	\$35.02	\$16.61	\$31.51	\$28.39	\$10.56
79	Packing Containers (Vehicles)	\$34.37	\$23.16	\$19.56	\$25.77	\$29.29	\$8.21
80	POV Processing	\$16.69	\$15.82	\$15.83	\$23.66	\$17.39	\$14.54
83	Frustrated Cargo	\$20.42	\$20.70	\$14.11	\$22.55	\$21.29	\$11.79
84	Packing Containers (POVs)	\$10.11	\$10.72	\$10.24	\$22.16	\$14.60	\$6.35
86	Packing Containers (Explosives)	\$128.58	\$128.44	\$126.78	\$63.81	\$29.07	\$49.82
87	Packing Containers (Refrig Cargo)	\$11.16	\$12.15	\$10.41	\$18.40	\$29.63	\$6.14
88	Pack/Unpack AAFES Cargo	\$0.00	\$0.00	\$9.58	\$0.00	\$0.00	\$0.00

Table 5

Berth Term Shipments Charges per MTON

Code	Export Description	North Atlantic	South & Gulf	West Coast	Europe	Pacific	Caribbean
91	Aircraft (Berth)	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17
92	All other cargo (General)	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17
93	Vehicles *	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17
94	Containers - except Explosives *	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17

Code	Import Description	North Atlantic	South & Gulf	West Coast	Europe	Pacific	Caribbean
91	Aircraft (Berth)	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17
92	All other cargo (General)	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17
93	Vehicles *	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17
94	Containers - except Explosives *	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17	\$7.17

*Billing based on cube produced by outside dimensions of the Container or CONEX.

Table 6

Through Government Bill of Lading Shipments between West Coast and Alaska.

Code	Description	Export	Import
70	Aircraft (Berth)	\$23.44	\$19.81
72	All other cargo (General)	\$23.44	\$19.95

Billing Rates are per measurement ton.

4. Geographic Rate Structure for Port Handling

Rates are established for six billing areas:

- a. North Atlantic** - Port of Baltimore and North (North of Washington D.C.)
- b. South Atlantic and Gulf** - Port of Norfolk and South; plus all Gulf Ports. (South of Washington D.C.)
- c. West Coast** - Pacific coast ports to include Alaska
- d. Europe** - Belgium, Federal Republic of Germany, Italy, United Kingdom, Greece, Turkey, Azores, the Netherlands, Iceland, Southwest Asia (SWA), Africa, and all other European locations
- e. Pacific** – Pakistan, Thailand, Australia, Japan, Korea, and all other Far East locations
- f. Caribbean** - Panama, Central America, South America, and the Caribbean

5. Cargo Commodity Code Billing Categories and Definitions

Cargo that is handled by stevedores and the services they provide are identified by commodity codes (CCs) that are numbered between 20 through 94. These CCs are used for billing purposes to the customer. The following is the list of port operations related CCs along with the associated description:

CC 20 Explosives. Explosives, chemicals, bombs, fuses, TNT blocks, caps, hand grenades, powder, dynamite, or any other commodity, such as dangerous gases and radioactive materials, which must be allocated stowage space in a cargo ship or carried on an ammunition ship, or discharged at an ammunition pier, or that requires other special handling because of a highly explosive or otherwise dangerous nature. Includes dangerous and label cargo (see Glossary). Does not include weapons or small arms ammunition.

CC 25 Containers packed with explosives. Explosives placed in containers are classified as containers. MTON recorded and billed to the sponsor will be applied to the gross cube (40 cubic feet = 1 MTON) of the container.

CC 35 Aircraft, unboxed. Whole aircraft or complete fuselages whether or not engines are installed. Does not include spare parts, engines, aircraft repair supplies, or boxed aircraft.

CC 40 General cargo (cargo, not otherwise specified: to include bulk). General cargo includes all classes of cargo for which specific commodity classifications are not established. This will include but not be limited to small arms, small arms ammunition, and metal barrels (drums, 10-14 cubic feet, loaded). Also includes unitized cargo, bagged and sacked products, canned goods, beverages, and wing and belly tanks. Includes all mail and parcel post transshipped in sacks.

CC 41 Wood products, unboxed. All lumber, plywood, logs, poles, and piling as identified in, but not limited to, the standard stevedore contract.

CC 43 Metal products, unboxed. Angles, bars, beams, billets, blooms, channels, ingots, pigs, plates, rails, rods, sheets, sheet piling - fabricated and non-fabricated.

CC 44 Cargo transporters. All cargo transporters including container express (CONEX), loaded/empty. Household goods placed in containers are classified as containers. Actual contents of containers will be designated as necessary to comply with funding and reporting requirements.

CC 45 Containers (other than explosives). All containers packed with other than explosives and empty containers. General cargo, mail, or other commodities placed in containers are classified as containers. MTONs recorded and billed to the sponsor for containers will be applied to the gross cube of the container (40 cubic feet = 1 MTON).

CC 47 Household goods (HHG). HHG packed in boxes, barrels, crates, footlockers, and trunks. Does not include HHG packed in a CONEX. Includes personal baggage shipped separately or not immediately accompanying the owner, such as grips, suitcases, footlockers, boxes, bags, and other luggage. Does not include hand baggage that is carried by passengers or placed in a cabin or baggage packed in a CONEX.

CC 50 Refrigerated cargo. All chill and freeze perishable foods and other cargo requiring refrigeration. Includes both chill and freeze for Navy fleet and bulk storage and commercial berth term shipments.

- CC 60 Heavy Government vehicles and equipment, unboxed, over 10,000 pounds.** All unboxed Government equipment and vehicles weighing over 10,000 pounds. Includes wheeled road construction equipment, tracked vehicles and boats.
- CC 61 Government vehicles and equipment unboxed, up to and including 10,000 pounds.** All unboxed Government vehicles up to 10,000 pounds. Includes wheeled unboxed road construction equipment, tracked vehicles and boats.
- CC 62 Privately Owned Vehicles (POVs), unboxed.** Privately owned automobiles of military personnel, dependents, DOD civilians, and other authorized persons.
- CC 70 Commercial water highway lift - Alaska (other than vehicles).** Includes cargo shipped separately to and from Alaska through SDDC's 833rd Transportation Battalion (Pacific Northwest). Export cargo is offered on the port call file; the shipment is directed by SDDC and commercial line-haul funds allotted to the terminal. Cargo so identified will be billed to the sponsor at a special rate. Includes berth term reefer vans and arctic resupply. Also includes similar tidewater movement through Government bill of lading operations as they develop on the east and gulf coasts.
- CC 71 Pack into or unpack cargo from CONEX.** Represents basic commodities that are packed into or unpacked from CONEX containers.
- CC 72 Commercial water highway lift - Alaska (Vehicles).** Commodity code 72 is similar to code 70 but applicable to vehicles only.
- CC 75 Unitization of cargo - general.** Represents all types of basic commodities that were unitized, palletized, or placed in tri-walls.
- CC 76 Unitization of cargo - explosives.** Represents explosives that were unitized, palletized, or placed in tri-walls.
- CC 77 Pack cargo into or unpack cargo from containers.** Represents all types of basic commodities (except codes 50, 60, 61, and 62) that were packed into or unpacked from containers.
- CC 79 Pack into or unpack vehicles from containers.** Represents basic codes 60, 61, and 62 that were packed into or unpacked from containers.

CC 80 **Privately Owned Vehicles (POV) processing.** Receipt, documentation, processing, loading and unloading of POVs under the Global POV contract. Over ocean transportation is excluded.

CC 83 **Frustrated cargo.** Represents all types of export basic commodities reshipped to the source or delayed in port due to embargoes at overseas destinations, improper marking or lack of valid TACs on documentation. Special handling charges are assessed to administer and process frustrated cargo.

CC 84 **Pack into or unpack from containers - POVs.** Represents POVs (code 62) that were packed into or unpacked from containers.

CC 86 **Pack into or unpack from containers - explosive cargo.** Represents explosives (code 20) that were packed into or unpacked from containers.

CC 87 **Pack refrigerated cargo (code 50) into or unpack from containers.** Represents refrigerated cargo (code 50) that were packed into or unpacked from containers.

CC 88 **Pack or unpack Army and Air Force Exchange Service (AAFES) cargo.** Represents AAFES warehouse cargo handled at SDDC Defense Supply Center, West Coast.

CC 91 **Aircraft (Berth)***

CC 92 **All other cargo – General (Berth)***

CC 93 **Vehicles (Berth)*** Includes commodity codes 60, 61, & 62.

CC 94 **Containers (Berth)***

***Berth Term Shipment Rate:** Billing rate charged for services performed by SDDC for cargo movement on commercial vessels in connection with releasing, booking, documenting, customs clearance, and expediting all offshore, intercoastal and coastal export and import shipments.

6. Billing Rate Features

Port Handling Cargo Billing Rate: SDDC's Port Handling Cargo Billing Rates are comprised of the cost to move cargo through the port. Premium/special handling charges are applied if additional services are required. Loading or unloading cargo from/to the truck or train by the stevedores is included. Onward movement (inland transportation) of the cargo is not included in the Port Handling Cargo Billing Rate. Each load/discharge is assigned a Transportation Account Code (TAC), which is the Defense Transportation System equivalent of the authority to bill. A different TAC is assigned to each Port Handling Mission/JCS Exercise (a separate TAC for each Service Component) and is input into the Global Air Transportation Execution System (GATES). When cargo is moved through a SDDC managed port, the customer receives an invoice from SDDC for the port handling only. In addition, the customer will receive a separate invoice from MSC or SDDC for moving their cargo over ocean and a separate invoice from the inland transportation carrier for moving their cargo inland. Port Handling Cargo Billing Rates do not cover incremental costs for services that are not provided to all customers. All port handling workload is billed in MTONs.

7. Special Port Handling Cargo Rates

When a rate is required for a commodity or a special movement for which no rate has been established, the SDDC area commander receiving the requirement will submit a recommended rate to: Commander, SDDC, ATTN: AMSSD-RMB, 1 Soldier Way, Scott AFB, IL 62225-5006 , for approval.

8. Glossary of Commonly Used Port Handling Terms

All Other Cargo

All cargo for which the Army accepts shipping responsibility except; Shipments that classify as foreign support or assistance; Cargo consigned (delivered) to the resident engineer of Corps of Engineers construction projects; Cargo of the Navy, other U.S. Government agencies, Red Cross, privately owned commercial shipments, et cetera.

Berth Term

A contract for ocean carriage (coastal, intercoastal, and offshore) of cargo on commercial vessels operating on regularly scheduled berth or lines service based on a published trade route (including loading and discharging costs). Rates are in accordance with the published conference or company tariff and with specific commodities for which an ocean bill of lading is the contract.

Berth Term Shipment Rate

Charges for services performed by SDDC in connection with releasing, booking, documenting, customs clearance, and expediting all offshore, intercoastal and coastal export and import shipments moving under commercial berth term rates. All of these services are also included in rates for commodity codes 20 through 62.

Container Express (CONEX)

Code name that identifies the operation of cargo transportees in a worldwide service under the control of the Joint CONEX Control Agency. A reusable, serially-controlled, metal container for shipment of troop support cargo, quasi-military cargo, household goods, or personal baggage.

Dangerous Cargo and Labeled Cargo

Hazardous cargo which must be clearly labeled in accordance with current Coast Guard regulations including:

a. Dangerous cargo. Ammunition and explosives will be handled only through ammunition and explosives loading areas specified by higher authority.

b. Labeled cargo.

- (1) Red Label – Flammable liquids and gases
- (2) Yellow Label – Flammable solids and oxidizing materials
- (3) White Label – Acids, corrosive, or alkaline caustic liquids
- (4) Green Label – Non-flammable gases
- (5) Radioactive Material Label

Measurement Ton

Measure of cubic volume of cargo, expressed in units of 40 cubic feet. It is also used to indicate the cubic capacity of a ship available for cargo. Also known as a ship ton.

Generally the maximum amount billed per single item will not exceed 100 MTONs.

Military Owned Demountable Container

Military owned container conforming to the United States and international standards, and operated in a centrally controlled fleet for movement of military cargo.

Seavan

See Shipping Container - Commercial or Government Owned/Leased

Shipment

A shipment is a quantity of supplies, materials or equipment covered by an individual shipping document, originating from one shipper agency at one origin point and designated to one consignee (receiving agency) at final destination.

Shipment Unit

One or more line items shipped to one ultimate consignee (receiving agency) under one key transportation control number.

Shipping Container - Commercial or Government Owned/Leased

Commercial or government owned/leased shipping container that is moved via ocean transportation without bogey wheels attached (must be lifted on and off the ship). This term is synonymous with container, van, or seavan. A container is carrying equipment designed for intermodal transport to facilitate and optimize the carriage of goods with minimal handling. Containers have an interior volume of 400 cubic feet or more, and may be fully enclosed with one or more doors, open top, tank, refrigerated, open rack, gondola, and other designs.

Shipping Contract (Space Charter)

A negotiated contract of rates covering trade routes or ocean carriage of cargo (loading and unloading cost excluded) on commercial vessels operating on a regular scheduled service to or from specific world trade areas concerned.

Terminal Cargo Transshipment Rates

The commodity rate to be assessed on any individual shipment moved through the dock and vessel area at a terminal facility and loaded onto a vessel and all shipments discharged from a vessel.

Through Government Bill of Lading

A bill of lading that is issued by a DOD activity to document overseas, intermodal, through movement of cargo from initial point of origin to final destination.

Transportation Unit

One or more shipment units moving a single conveyance under one key transportation control number.

Van

See Shipping Container - Commercial or Government Owned/Leased