



# **Air Mobility Command**

**FY 2017**

## **Non-Department of Defense Channel Passenger and Cargo Customer Billing Rates and Guidance**

U.S. GOVERNMENT NON-DEPARTMENT OF DEFENSE (NON-DOD) AIRLIFT RATES FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)

PASSENGER AND CARGO CHANNEL RATES

**EFFECTIVE: 01 Oct 2016 through 30 Sep 2017 (FY17)**

*The U.S. Government Non-DOD rate applies to other Federal Agencies (e.g., Government Agencies, Department of State, Federal Bureau of Investigation, Drug Enforcement Agency, Homeland Security and Non-Appropriated Fund Instrumentalities). Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618)229-5098 or DSN 779-5098.*

*10 U.S.C. §2642 authorizes the SECDEF to approve the use of DOD TWCF rates to Non-DOD federal customers when the practice promotes the improved use of airlift capacity without any negative effect on national security objectives. Your agency's request for DOD airlift services must promote the improved use of the Defense Transportation System (DTS) airlift capacity by increasing the utilization of military airlift or commercial civil reserve air fleet capacity assigned to existing air traffic routes and through introducing new, unbudgeted transportation requirements into the DTS. For example: transportation of materiel supporting Overseas Contingency Operations, humanitarian/disaster relief efforts, or the transportation of other Non-DOD federal cargos currently moving through Non-DOD means. The template for this form can be found at <http://www.ustranscom.mil/dbw/rates.cfm>.*

1. Instructions for use of U.S. Government Non-DOD Channel Rate Tables:

a. To obtain cargo rates, consult the attached zone-to-zone table (ATCH 1: Other Non-DOD Channel Cargo Tariffs). If unsure of a country's cargo zone, reference the attached cargo zone list and map (ATCH 2: Cargo Zone List and Map). For example, a cargo shipment from Joint Base Charleston to Haiti would be charged the zone 1 to 3 tariff. The dollar/lb rates for a shipment from zone 1 to 3 are \$2.778 (0-439 lbs shipment), \$2.503 (440-1099 lbs), \$2.235 (1100-2199 lbs), \$1.957 (2200-3599 lbs), and \$1.729 (3600+ lbs).

b. To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 3: Other Non-DOD Channel Passenger Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical.

c. Reference DOD 4500.9-R and DODI 4515.13, Section 3.3.b. Excess baggage charges will be assessed on a per piece basis, based on the passenger fare. Each passenger is authorized two pieces of baggage not to exceed 62 linear inches (length plus width plus height) or 70 for each piece. One duffel bag, sea bag, B-4 bag, flyer's kit, or diver's traveling bag that exceeds 62 linear inches but does not exceed 100 pounds may be substituted for one of the checked baggage item. Any additional bags larger than 62 inches and/or heavier than 70 pounds will be counted as two pieces and checked baggage exceeding the free weight criteria will be counted as an extra piece for each increment of 70 pounds. Items exceeding 100 pounds and/or 80 linear inches will not be accepted, and must be moved as freight. Piece rate charges listed below are based on ranges of passenger fares. For example, if the passenger fare for a particular route is \$1,500, the rate for each piece of excess baggage is \$125. Authorization for excess baggage must be included on travel orders to properly charge the unit. Otherwise, the charge for excess baggage is the responsibility of the traveler. In accordance with AMCI 24-101, Vol 14, paragraph 68.1 and DODI 4515.13 Section 4.2.(b), space available passengers are not authorized excess baggage. Disposition of unauthorized excess baggage is the responsibility of the passenger.

Excess Baggage Piece Rates:

Pax Fares	Rate per Piece
46-230	\$58
231-455	\$103
456-and above	\$125 maximum

d. Reference DOD 4500.9-R and DODI 4515.13 Section 10.3. Movement of pets (cats and dogs only) within authorized areas on Air Mobility Command (AMC) military or Patriot Express flights are reimbursed by

determining the Non-U.S. Government passenger tariff located in the Non-U.S. Government and FMS Tariffs for TWCF document. After determining this tariff, use the Pet Rate Table below for the pet rate. Pets and their containers with a combined weight up to 70 lbs will be charged as one piece; 71-140 lbs will be charged as two pieces and 141-150 lbs will be charged as three pieces. These rates will apply regardless of the number of pets in the container. Pets and their containers with a combined weight in excess of 150 lbs will not be accepted for shipment. POC for pet movement information is 618 Air and Space Operations Center Tanker Airlift Control Center/XOGC, DSN 779-7405.

Pet Rates (Non-U.S. Government Passenger fare is basis for charge)

Pax Fares	Pet Rate (up to 70 pounds)	71-140 pounds	141-150 pounds
46-230	\$58	\$116	\$174
231-455	\$103	\$206	\$309
456-and above	\$125	\$250	\$375 maximum

e. When segmented, air movement designators (AMD) are issued to permit an authorized delay at an intermediate AMC channel transit point; charges will be based on the channel segment rates. Notional example:

When a TDY passenger is traveling from Point A to Point C and the passenger's orders require a Point B stopover, the AMDs would be issued from Point A to Point B and Point B to Point C. A notional example is computed as follows:

Point A - B	\$500
Point B - C	<u>\$1,000</u>
Total	\$1,500

The notional rate for Point A to Point C is \$900 and would be the applicable rate when the passenger's orders do not require a stopover or if a stopover at Point B is made for AMC convenience or passenger safety.

f. Excess Charges for Overweight Passengers. Upon request and advance arrangement of the exclusive use of two seats by a passenger, payment will be made for two full adult fares applicable between the points which the seats are used. Also, the free baggage allowance for such passengers will be the normal allowance for two seats.

g. Charges for carrying cargo are assessed by pound or cube. The rate per pound is dependent on the size of shipment. The rate reflects the five weight breaks, i.e., shipments weighing 1-439 pounds, 440-1099 pounds, 1100-2199 pounds, 2200-3599 pounds, and shipments weighing 3600 pounds or more. The cubic foot measurement indicated on each shipping requisition is multiplied by the cube density minimum of 10 pounds per cubic foot and compared to the weight. To compute the cube density (dimensional weight): Apply 10 lbs per one cubic foot (1ft<sup>3</sup> = 12 in x 12 in x 12 in = 1728in<sup>3</sup>, which equals 172.8 in<sup>3</sup>/lb); this divisor 172.8 is applied to the L x W x H calculations. The chargeable weight is the actual net weight or cubic weight equivalent; whichever is greater as indicated on the transportation control movement document (TCMD). The chargeable amount will depend on the actual weight break of the shipment even though the cube weight may put the shipment in a higher or less expensive weight break. For example: 400 lb package has a cube density of 723 — since the cube density is greater, multiply cube density by the weight break rate applicable to actual weight of 400 lbs (1<sup>st</sup> weight break cost per pound) to get total customer cost.

Channel Example:

Box of parts has an actual weight of 400 lbs  
 Dimensions of box = 50 in x 50 in x 50 in = 125,000 in<sup>3</sup>  
 Hypothetical Weight Break Rate for items 1-439 lbs = \$3.02

$$\frac{125,000 \text{ in}^3}{172.8 \text{ in}^3/\text{lb}} = 723 \text{ lbs (Dimensional Weight)}$$

$$400 \text{ lb Actual Weight Break Rate} \times \text{Greater of: Actual Weight or Dimensional Weight} \\ = \$3.02 \times 723 = \mathbf{\$2,183}$$

h. All U.S. Government Non-DOD cargo shipments will have a minimum line item charge of \$25.00. All charges will be rounded to the nearest whole dollar. Rounding to the nearest whole dollar doesn't apply to split shipments.

i. Split shipments are whole or partial units separated at a transshipment point into two or more increments with each increment identified and documented separately. When it is necessary to split shipments, the shipments are tracked by the transportation control number (TCN) and the pieces are computed together and billed accordingly. (DTR, Part II, Appendix L, and AMCI24-101V11).

To compute the charges for the split shipment: Sum up the weights and volumes for all details of the split shipment. If the volume times 10 is greater than the total weight, then this cube is multiplied by the tariff rate; otherwise, it is the total actual weight times the rate. Also use the rate break rate of the total weight.

**Split Shipment Example:**

TCN	Weight	Volume	Notional Rate	Customer Charge
F3189483026804KXA	1896	190	\$3.576	\$6,794.40
F3189483026804KXB	1768	190	\$3.576	\$6,794.40
F3189483026804KXC	1771	190	\$3.576	\$6,794.40
F3189483026804KXD	1638	190	\$3.576	\$6,794.40
F3189483026804KXE	1962	190	\$3.576	\$6,794.40
F3189483026804KXF	734	75	\$3.576	\$2,682.00
Total of all shipments	9769	1025		\$36,654.00

Volume x 10 is greater than the weight. Weight added together equals the 5th weight break.

$$10250 \times \$3.576 = \$36,654$$

NOTE: The entire shipment will either be billed by weight or volume.

j. U.S. Government Non-DOD customers are not eligible to ship cargo Transportation Priority-4.

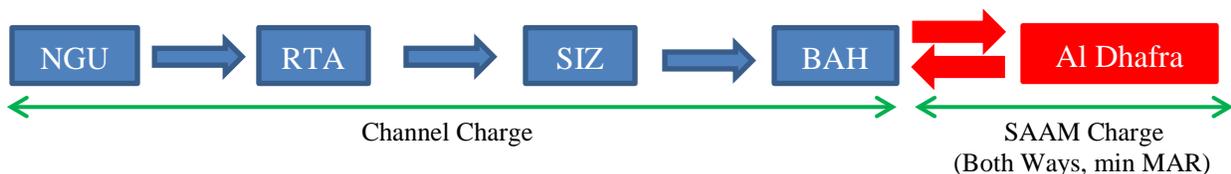
2. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) excursions within a channel mission; certain portions are costed using SAAM mission flying hour costs in addition to the normal channel costs.

a. Channel Extensions: Channel extensions are customer requests to move small cargo volumes to an additional location in close proximity to the end of a normally scheduled AMC channel route without causing disruption to the channel system. Channel extension requirements are channel requirements and will be manifested, documented, and billed as such from the Aerial Port of Embarkation (APOE) to the end of the channel segment. In addition to the cost of the channel portion, a SAAM charge is levied equal to the flying hours (organic) or miles (commercial) between the channel destination, the extension destination and return to the channel destination. The minimum SAAM charge for a channel extension will be the minimum activity rate (MAR). (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.(9)). The POC for channel extension request submissions is TCJ3-S, DSN 312-770-7452.

**Notional Example:**

**Channel Route:** NGU-RTA-SIZ-BAH

**Channel Extension Request for Al Dhafra (DHF):**

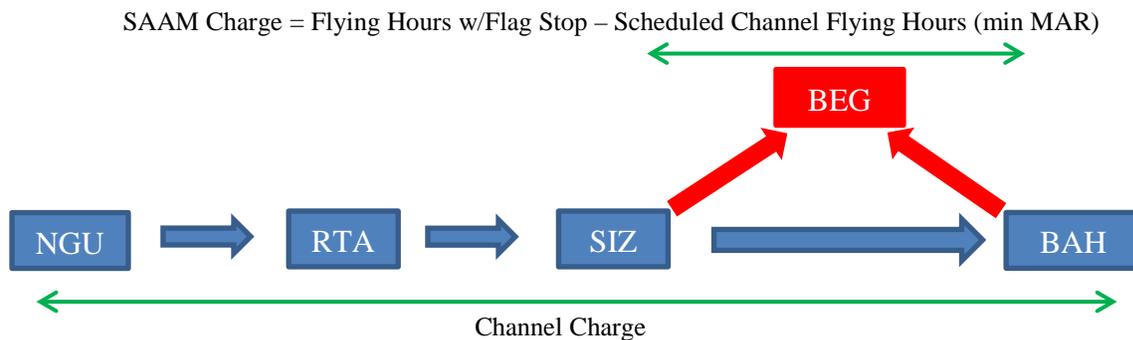


b. **Flag Stops:** Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route without causing disruption to the channel system. Flag stop requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless of whether unloaded or offloaded prior to the channel destination). In addition to the channel charges, a SAAM charge is levied equal to the difference between the scheduled flying hours to the channel destination and the actual flying hours to the channel destination with the flag stop included. The minimum SAAM charge for a flag stop will be the MAR. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.9). The POC for flag stop request submissions is TCJ3-S, DSN 312-770-7452.

**Notional Example:**

**Channel Route:** NGU-RTA-SIZ-BAH

**Flag Stop Request for Serbia (BEG):**



3. **Aeromedical Evacuation (AE).** AE furnished DOD/ U.S. Government Non-DOD Agencies patients within overseas areas and between overseas and CONUS will be charged as follows:

a. **Channel Passenger Missions.** When an AE mission flies litters, ambulatory or attendants on channel passenger missions, they are billed at the passenger rate for the channel. Billing is based on the following conditions:

- (1) If the passenger is considered a litter, the bill is calculated as one litter being equal to three seats. In other words, they pay for three seats at the channel rate plus a 20% surcharge.
- (2) If the passenger is an ambulatory or attendant, the bill is calculated at the single seat rate plus a 20% surcharge. The 20% surcharge is added to cover items moving on the missions in which AMC/FMFAB has no visibility. It covers air medical crew and medical equipment that are not currently manifested in any system.

b. **Channel Cargo**

- (1) When an AE mission flies litters, ambulatory or attendants on channel cargo missions, they are billed at the cargo or passenger rate for the channel. Cargo missions use a Patient Support Pallet (PSP), which occupies a pallet position. The number of PSPs on a mission is found on the Global Decision Support System Mission Detail. If the number isn't available there, the default number used for billing is two.
- (2) Currently, KC-135s are the only aircraft using PSPs and are consequently the only aircraft billed for AE channel cargo missions. No other aircraft are equipped to support PSPs. Only litter patients occupy PSPs, therefore all ambulatory and attendants are billed at the passenger rate for the channel. Channel Cargo billing calculations are summarized below.
  - If the movement is converted to pallet space equivalents each pallet space is billed using the 5th weight-break (3600+ lbs) at the minimum target 2.5-ton (5,000 lbs)/pallet rate for the channel.
  - Any passengers considered attendants or ambulatory are still billed at the single seat rate for the channel.

c. Integrated CONUS Medical Operations Plan (ICMOP). An ICMOP mission is any AE mission which is flown between two CONUS locations. All ICMOP missions are billed at the SAAM rate for that aircraft, including any positioning and de-positioning legs that may occur. All charges for ICMOP are billed to the Medical Mission Account.

d. At times, AE mission IDs will be built to reflect a channel mission, even though they travel routes that are not validated AMC channels. If this occurs the mission should be billed at the SAAM rate for the aircraft even though the mission ID does not identify the mission as a SAAM. To determine if a route traveled is a channel, consult the AMC Channel Sequence Listing (CSL) at <https://tacc.scott.af.mil/?action=xog&XOGpage=xogd>, which lists all validated AMC channels. Alternate contact for CSL is DSN 576-3538

**NOTE:** Any active mission will be charged for the minimum of two patients per channel leg when the patient information is not available.

4. Passenger. Transportation tax current at time of travel will be applied for the travel of passengers and patients between points within Alaska and Hawaii, and between CONUS and the Canadian and Mexican buffer zones (that portion of Canada and Mexico which is not more than 225 miles from the nearest point in the Continental United States (excluding Alaska and Hawaii)).

5. Computation of charges of U.S. Government Non-DOD Passenger and Cargo, which may be offered but not included in rate tables, is attached. For channel service not shown in attachment:

a. For passenger, obtain the nautical mileage between points where transportation is to be furnished and multiply the mileage by \$0.388508; however, the minimum charge is \$46. Round passenger fare to the next whole dollar.

b. To compute cargo estimates, see ATCH 4: Average Channel Cargo Zone Rates.

6. Rates may be obtained by request to HQ USTRANSCOM/J8-CA at DSN 779-5074 or 779-5061 or e-mail to TRANSCOM.Scott.TCJ8.mbx.rates@mail.mil.

# ATCH 1: Other Non-DoD Channel Cargo Tariffs

**FY17 Other Non-Department of Defense Channel Cargo Tariffs**

			Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)				
POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS
1	2	1-2	2.463	2.220	1.982	1.735	1.533	4	2	4-2	2.485	2.239	1.999	1.750	1.546	7	2	7-2	4.399	3.964	3.539	3.098	2.737
1	3	1-3	2.778	2.503	2.235	1.957	1.729	4	3	4-3	3.716	3.349	2.990	2.618	2.313	7	3	7-3	5.440	4.902	4.376	3.832	3.385
1	4	1-4	3.886	3.502	3.126	2.737	2.419	4	4	4-4	4.839	4.360	3.893	3.408	3.011	7	4	7-4	-	-	-	-	-
1	5	1-5	4.121	3.713	3.315	2.903	2.565	4	5	4-5	-	-	-	-	-	7	5	7-5	4.160	3.749	3.347	2.930	2.589
1	6	1-6	3.094	2.788	2.489	2.179	1.925	4	6	4-6	4.036	3.637	3.247	2.843	2.512	7	6	7-6	3.848	3.468	3.096	2.711	2.395
1	7	1-7	3.819	3.441	3.072	2.690	2.377	4	7	4-7	-	-	-	-	-	7	7	7-7	5.730	5.164	4.610	4.036	3.566
1	8	1-8	3.838	3.458	3.088	2.703	2.389	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	3.695	3.329	2.972	2.603	2.299	4	9	4-9	4.437	3.998	3.569	3.125	2.761	7	9	7-9	3.328	2.999	2.677	2.344	2.071
1	10	1-10	3.820	3.442	3.073	2.691	2.377	4	10	4-10	5.027	4.529	4.044	3.541	3.128	7	10	7-10	4.669	4.207	3.756	3.289	2.906
1	11	1-11	3.063	2.760	2.464	2.158	1.906	4	11	4-11	-	-	-	-	-	7	11	7-11	-	-	-	-	-
1	12	1-12	6.164	5.555	4.959	4.342	3.836	4	12	4-12	6.059	5.460	4.874	4.268	3.771	7	12	7-12	-	-	-	-	-
1	13	1-13	3.676	3.312	2.957	2.589	2.287	4	13	4-13	4.725	4.257	3.801	3.328	2.940	7	13	7-13	4.380	3.946	3.523	3.085	2.726
1	14	1-14	4.892	4.408	3.935	3.446	3.044	4	14	4-14	-	-	-	-	-	7	14	7-14	-	-	-	-	-
1	15	1-15	2.970	2.677	2.390	2.092	1.849	4	15	4-15	-	-	-	-	-	7	15	7-15	-	-	-	-	-
1	16	1-16	3.676	3.312	2.957	2.589	2.287	4	16	4-16	4.598	4.143	3.699	3.239	2.861	7	16	7-16	4.391	3.957	3.532	3.093	2.733
1	17	1-17	4.364	3.933	3.511	3.074	2.716	4	17	4-17	7.755	6.988	6.238	5.462	4.826	7	17	7-17	4.342	3.912	3.493	3.058	2.702
1	18	1-18	6.164	5.555	4.959	4.342	3.836	4	18	4-18	7.013	6.319	5.642	4.940	4.364	7	18	7-18	6.322	5.696	5.085	4.453	3.934
2	1	2-1	2.463	2.220	1.982	1.735	1.533	5	1	5-1	4.121	3.713	3.315	2.903	2.565	8	1	8-1	3.838	3.458	3.088	2.703	2.389
2	2	2-2	2.463	2.220	1.982	1.735	1.533	5	2	5-2	4.490	4.046	3.612	3.163	2.794	8	2	8-2	-	-	-	-	-
2	3	2-3	2.315	2.086	1.862	1.630	1.441	5	3	5-3	4.753	4.282	3.823	3.348	2.958	8	3	8-3	-	-	-	-	-
2	4	2-4	2.485	2.239	1.999	1.750	1.546	5	4	5-4	-	-	-	-	-	8	4	8-4	-	-	-	-	-
2	5	2-5	4.490	4.046	3.612	3.163	2.794	5	5	5-5	-	-	-	-	-	8	5	8-5	-	-	-	-	-
2	6	2-6	3.281	2.957	2.640	2.311	2.042	5	6	5-6	4.877	4.394	3.923	3.435	3.035	8	6	8-6	3.615	3.257	2.908	2.546	2.250
2	7	2-7	4.399	3.964	3.539	3.098	2.737	5	7	5-7	4.160	3.749	3.347	2.930	2.589	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.857	3.476	3.103	2.717	2.400	5	9	5-9	6.892	6.211	5.545	4.855	4.289	8	9	8-9	-	-	-	-	-
2	10	2-10	3.643	3.282	2.930	2.566	2.267	5	10	5-10	6.992	6.301	5.625	4.925	4.352	8	10	8-10	-	-	-	-	-
2	11	2-11	3.451	3.110	2.776	2.431	2.148	5	11	5-11	-	-	-	-	-	8	11	8-11	-	-	-	-	-
2	12	2-12	4.931	4.444	3.967	3.474	3.069	5	12	5-12	4.923	4.436	3.960	3.467	3.063	8	12	8-12	-	-	-	-	-
2	13	2-13	2.787	2.511	2.242	1.963	1.734	5	13	5-13	6.918	6.233	5.565	4.873	4.305	8	13	8-13	-	-	-	-	-
2	14	2-14	5.432	4.895	4.370	3.827	3.381	5	14	5-14	-	-	-	-	-	8	14	8-14	-	-	-	-	-
2	15	2-15	2.978	2.684	2.396	2.098	1.853	5	15	5-15	-	-	-	-	-	8	15	8-15	-	-	-	-	-
2	16	2-16	2.787	2.511	2.242	1.963	1.734	5	16	5-16	6.858	6.180	5.517	4.831	4.268	8	16	8-16	-	-	-	-	-
2	17	2-17	4.115	3.708	3.310	2.898	2.561	5	17	5-17	5.024	4.527	4.042	3.539	3.127	8	17	8-17	-	-	-	-	-
2	18	2-18	4.931	4.444	3.967	3.474	3.069	5	18	5-18	7.326	6.601	5.894	5.160	4.559	8	18	8-18	7.533	6.788	6.060	5.306	4.688
3	1	3-1	2.778	2.503	2.235	1.957	1.729	6	1	6-1	3.094	2.788	2.489	2.179	1.925	9	1	9-1	3.695	3.329	2.972	2.603	2.299
3	2	3-2	2.315	2.086	1.862	1.630	1.441	6	2	6-2	3.281	2.957	2.640	2.311	2.042	9	2	9-2	3.857	3.476	3.103	2.717	2.400
3	3	3-3	4.189	3.775	3.370	2.951	2.607	6	3	6-3	3.247	2.926	2.612	2.287	2.021	9	3	9-3	6.442	5.805	5.182	4.538	4.009
3	4	3-4	3.716	3.349	2.990	2.618	2.313	6	4	6-4	4.036	3.637	3.247	2.843	2.512	9	4	9-4	4.437	3.998	3.569	3.125	2.761
3	5	3-5	4.753	4.282	3.823	3.348	2.958	6	5	6-5	4.877	4.394	3.923	3.435	3.035	9	5	9-5	6.892	6.211	5.545	4.855	4.289
3	6	3-6	3.247	2.926	2.612	2.287	2.021	6	6	6-6	2.199	1.982	1.769	1.549	1.369	9	6	9-6	2.883	2.598	2.319	2.031	1.794
3	7	3-7	5.440	4.902	4.376	3.832	3.385	6	7	6-7	3.848	3.468	3.096	2.711	2.395	9	7	9-7	3.328	2.999	2.677	2.344	2.071
3	8	3-8	-	-	-	-	-	6	8	6-8	3.615	3.257	2.908	2.546	2.250	9	8	9-8	-	-	-	-	-
3	9	3-9	6.442	5.805	5.182	4.538	4.009	6	9	6-9	2.883	2.598	2.319	2.031	1.794	9	9	9-9	3.885	3.501	3.125	2.737	2.418
3	10	3-10	4.919	4.432	3.957	3.465	3.061	6	10	6-10	3.792	3.417	3.051	2.671	2.360	9	10	9-10	2.970	2.677	2.390	2.092	1.849
3	11	3-11	-	-	-	-	-	6	11	6-11	2.461	2.217	1.979	1.733	1.531	9	11	9-11	3.900	3.514	3.138	2.747	2.427
3	12	3-12	5.957	5.368	4.793	4.196	3.707	6	12	6-12	4.518	4.071	3.634	3.182	2.812	9	12	9-12	5.228	4.711	4.206	3.683	3.254
3	13	3-13	5.137	4.629	4.132	3.618	3.197	6	13	6-13	3.146	2.834	2.530	2.216	1.958	9	13	9-13	2.911	2.623	2.342	2.050	1.812
3	14	3-14	-	-	-	-	-	6	14	6-14	3.757	3.385	3.022	2.646	2.338	9	14	9-14	5.326	4.799	4.284	3.751	3.314
3	15	3-15	5.657	5.097	4.551	3.985	3.520	6	15	6-15	4.656	4.196	3.746	3.280	2.898	9	15	9-15	2.664	2.400	2.143	1.876	1.658
3	16	3-16	4.884	4.401	3.929	3.441	3.040	6	16	6-16	2.741	2.470	2.205	1.931	1.706	9	16	9-16	3.130	2.821	2.518	2.205	1.948
3	17	3-17	5.274	4.752	4.243	3.715	3.282	6	17	6-17	3.106	2.799	2.499	2.188	1.933	9	17	9-17	4.877	4.394	3.923	3.435	3.035
3	18	3-18	-	-	-	-	-	6	18	6-18	4.698	4.233	3.779	3.309	2.924	9	18	9-18	5.690	5.127	4.577	4.008	3.541
4	1	4-1	3.886	3.502	3.126	2.737	2.419	7	1	7-1	3.819	3.441	3.072	2.690	2.377	10	1	10-1	3.820	3.442	3.073	2.691	2.377

**FY17 Other Non-Department of Defense Channel Cargo Tariffs**

			Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)								Other Non-DoD Federal User Channel Cargo Tariffs (Dollars Per Pound)				
POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS	POE	POD	Zone to Zone	0 to 439 LBS	440 to 1099 LBS	1100 to 2199 LBS	2200 to 3599 LBS	3600+ LBS
10	2	10-2	3.643	3.282	2.930	2.566	2.267	13	2	13-2	2.787	2.511	2.242	1.963	1.734	16	2	16-2	2.787	2.511	2.242	1.963	1.734
10	3	10-3	4.919	4.432	3.957	3.465	3.061	13	3	13-3	5.137	4.629	4.132	3.618	3.197	16	3	16-3	4.884	4.401	3.929	3.441	3.040
10	4	10-4	5.027	4.529	4.044	3.541	3.128	13	4	13-4	4.725	4.257	3.801	3.328	2.940	16	4	16-4	4.598	4.143	3.699	3.239	2.861
10	5	10-5	6.992	6.301	5.625	4.925	4.352	13	5	13-5	6.918	6.233	5.565	4.873	4.305	16	5	16-5	6.858	6.180	5.517	4.831	4.268
10	6	10-6	3.792	3.417	3.051	2.671	2.360	13	6	13-6	3.146	2.834	2.530	2.216	1.958	16	6	16-6	2.741	2.470	2.205	1.931	1.706
10	7	10-7	4.669	4.207	3.756	3.289	2.906	13	7	13-7	4.380	3.946	3.523	3.085	2.726	16	7	16-7	4.391	3.957	3.532	3.093	2.733
10	8	10-8	-	-	-	-	-	13	8	13-8	-	-	-	-	-	16	8	16-8	-	-	-	-	-
10	9	10-9	2.970	2.677	2.390	2.092	1.849	13	9	13-9	2.911	2.623	2.342	2.050	1.812	16	9	16-9	3.130	2.821	2.518	2.205	1.948
10	10	10-10	5.136	4.628	4.131	3.617	3.196	13	10	13-10	3.692	3.327	2.970	2.601	2.298	16	10	16-10	3.967	3.575	3.192	2.795	2.469
10	11	10-11	3.243	2.922	2.609	2.284	2.018	13	11	13-11	5.487	4.944	4.414	3.865	3.415	16	11	16-11	2.986	2.690	2.402	2.103	1.858
10	12	10-12	5.961	5.372	4.796	4.199	3.710	13	12	13-12	5.691	5.128	4.578	4.009	3.542	16	12	16-12	5.602	5.048	4.507	3.946	3.486
10	13	10-13	3.692	3.327	2.970	2.601	2.298	13	13	13-13	5.503	4.959	4.427	3.877	3.425	16	13	16-13	3.725	3.357	2.997	2.624	2.318
10	14	10-14	4.337	3.908	3.489	3.055	2.699	13	14	13-14	4.248	3.828	3.417	2.992	2.643	16	14	16-14	4.248	3.828	3.417	2.992	2.643
10	15	10-15	4.643	4.184	3.735	3.271	2.890	13	15	13-15	3.379	3.045	2.718	2.380	2.103	16	15	16-15	4.751	4.281	3.822	3.347	2.957
10	16	10-16	3.967	3.575	3.192	2.795	2.469	13	16	13-16	3.725	3.357	2.997	2.624	2.318	16	16	16-16	3.015	2.717	2.425	2.124	1.876
10	17	10-17	3.463	3.120	2.786	2.439	2.155	13	17	13-17	3.152	2.840	2.536	2.220	1.961	16	17	16-17	3.036	2.736	2.443	2.139	1.890
10	18	10-18	7.753	6.987	6.237	5.461	4.825	13	18	13-18	6.795	6.123	5.466	4.786	4.228	16	18	16-18	6.792	6.120	5.464	4.784	4.227
11	1	11-1	3.063	2.760	2.464	2.158	1.906	14	1	14-1	4.892	4.408	3.935	3.446	3.044	17	1	17-1	4.364	3.933	3.511	3.074	2.716
11	2	11-2	3.451	3.110	2.776	2.431	2.148	14	2	14-2	5.432	4.895	4.370	3.827	3.381	17	2	17-2	4.115	3.708	3.310	2.898	2.561
11	3	11-3	-	-	-	-	-	14	3	14-3	-	-	-	-	-	17	3	17-3	5.274	4.752	4.243	3.715	3.282
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	7.755	6.988	6.238	5.462	4.826
11	5	11-5	-	-	-	-	-	14	5	14-5	-	-	-	-	-	17	5	17-5	5.024	4.527	4.042	3.539	3.127
11	6	11-6	2.461	2.217	1.979	1.733	1.531	14	6	14-6	3.757	3.385	3.022	2.646	2.338	17	6	17-6	3.106	2.799	2.499	2.188	1.933
11	7	11-7	-	-	-	-	-	14	7	14-7	-	-	-	-	-	17	7	17-7	4.342	3.912	3.493	3.058	2.702
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	-	-	-	-	-
11	9	11-9	3.900	3.514	3.138	2.747	2.427	14	9	14-9	5.326	4.799	4.284	3.751	3.314	17	9	17-9	4.877	4.394	3.923	3.435	3.035
11	10	11-10	3.243	2.922	2.609	2.284	2.018	14	10	14-10	4.337	3.908	3.489	3.055	2.699	17	10	17-10	3.463	3.120	2.786	2.439	2.155
11	11	11-11	3.366	3.033	2.708	2.371	2.095	14	11	14-11	5.680	5.118	4.569	4.001	3.535	17	11	17-11	5.429	4.892	4.367	3.824	3.378
11	12	11-12	5.106	4.601	4.108	3.597	3.178	14	12	14-12	5.207	4.692	4.189	3.667	3.240	17	12	17-12	5.333	4.806	4.291	3.757	3.319
11	13	11-13	5.487	4.944	4.414	3.865	3.415	14	13	14-13	4.248	3.828	3.417	2.992	2.643	17	13	17-13	3.152	2.840	2.536	2.220	1.961
11	14	11-14	5.680	5.118	4.569	4.001	3.535	14	14	14-14	6.826	6.151	5.492	4.808	4.248	17	14	17-14	6.751	6.084	5.431	4.756	4.202
11	15	11-15	-	-	-	-	-	14	15	14-15	-	-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	2.986	2.690	2.402	2.103	1.858	14	16	14-16	4.248	3.828	3.417	2.992	2.643	17	16	17-16	3.036	2.736	2.443	2.139	1.890
11	17	11-17	5.429	4.892	4.367	3.824	3.378	14	17	14-17	6.751	6.084	5.431	4.756	4.202	17	17	17-17	6.502	5.859	5.230	4.580	4.046
11	18	11-18	5.685	5.122	4.573	4.004	3.538	14	18	14-18	6.277	5.656	5.050	4.422	3.906	17	18	17-18	6.148	5.540	4.946	4.330	3.826
12	1	12-1	6.164	5.555	4.959	4.342	3.836	15	1	15-1	2.970	2.677	2.390	2.092	1.849	18	1	18-1	6.164	5.555	4.959	4.342	3.836
12	2	12-2	4.931	4.444	3.967	3.474	3.069	15	2	15-2	2.978	2.684	2.396	2.098	1.853	18	2	18-2	4.931	4.444	3.967	3.474	3.069
12	3	12-3	5.957	5.368	4.793	4.196	3.707	15	3	15-3	5.657	5.097	4.551	3.985	3.520	18	3	18-3	-	-	-	-	-
12	4	12-4	6.059	5.460	4.874	4.268	3.771	15	4	15-4	-	-	-	-	-	18	4	18-4	7.013	6.319	5.642	4.940	4.364
12	5	12-5	4.923	4.436	3.960	3.467	3.063	15	5	15-5	-	-	-	-	-	18	5	18-5	7.326	6.601	5.894	5.160	4.559
12	6	12-6	4.518	4.071	3.634	3.182	2.812	15	6	15-6	4.656	4.196	3.746	3.280	2.898	18	6	18-6	4.698	4.233	3.779	3.309	2.924
12	7	12-7	-	-	-	-	-	15	7	15-7	-	-	-	-	-	18	7	18-7	6.322	5.696	5.085	4.453	3.934
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	7.533	6.788	6.060	5.306	4.688
12	9	12-9	5.228	4.711	4.206	3.683	3.254	15	9	15-9	2.664	2.400	2.143	1.876	1.658	18	9	18-9	5.690	5.127	4.577	4.008	3.541
12	10	12-10	5.961	5.372	4.796	4.199	3.710	15	10	15-10	4.643	4.184	3.735	3.271	2.890	18	10	18-10	7.753	6.987	6.237	5.461	4.825
12	11	12-11	5.106	4.601	4.108	3.597	3.178	15	11	15-11	-	-	-	-	-	18	11	18-11	5.685	5.122	4.573	4.004	3.538
12	12	12-12	6.418	5.783	5.163	4.521	3.994	15	12	15-12	5.686	5.124	4.574	4.005	3.539	18	12	18-12	6.504	5.861	5.232	4.581	4.048
12	13	12-13	5.691	5.128	4.578	4.009	3.542	15	13	15-13	3.379	3.045	2.718	2.380	2.103	18	13	18-13	6.795	6.123	5.466	4.786	4.228
12	14	12-14	5.207	4.692	4.189	3.667	3.240	15	14	15-14	-	-	-	-	-	18	14	18-14	6.277	5.656	5.050	4.422	3.906
12	15	12-15	5.686	5.124	4.574	4.005	3.539	15	15	15-15	5.890	5.308	4.738	4.149	3.666	18	15	18-15	-	-	-	-	-
12	16	12-16	5.602	5.048	4.507	3.946	3.486	15	16	15-16	4.751	4.281	3.822	3.347	2.957	18	16	18-16	6.792	6.120	5.464	4.784	4.227
12	17	12-17	5.333	4.806	4.291	3.757	3.319	15	17	15-17	-	-	-	-	-	18	17	18-17	6.148	5.540	4.946	4.330	3.826
12	18	12-18	6.504	5.861	5.232	4.581	4.048	15	18	15-18	-	-	-	-	-	18	18	18-18	5.685	5.122	4.573	4.004	3.538
13	1	13-1	3.676	3.312	2.957	2.589	2.287	16	1	16-1	3.676	3.312	2.957	2.589	2.287								

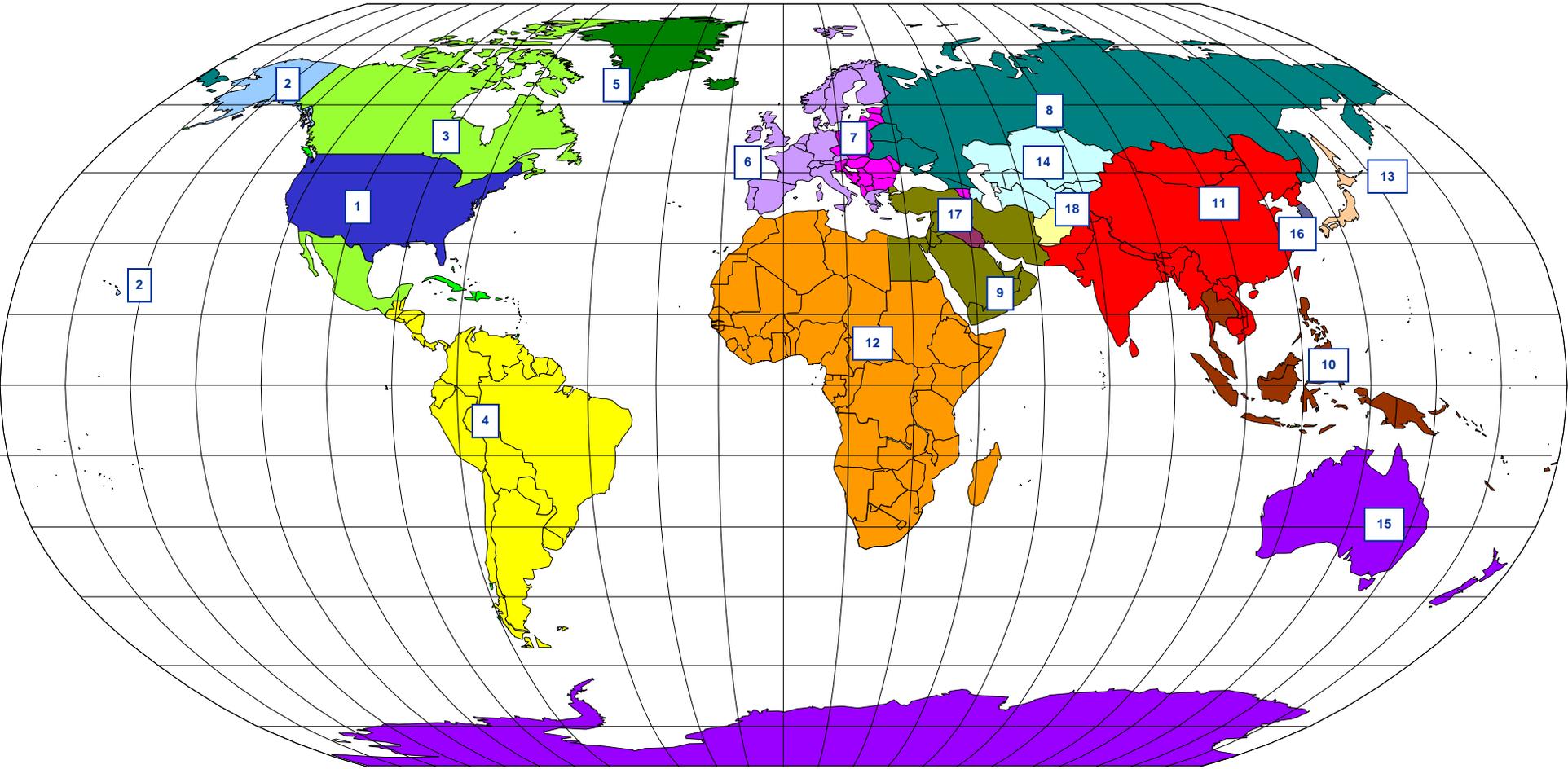
# ATCH 2: Cargo Zone List and Map

## Cargo Zone List

<u>1 Dark Blue</u>	<u>4 Yellow</u>	<u>6 Lavender</u>	<u>7 Fuschia</u>	<u>10 Brown</u>	<u>11 Red</u>	<u>12 Orange</u>	<u>13 Tan</u>
CONUS	Argentina	Andorra	Albania	Brunei	Bangladesh	Algeria	Japan
	Belize	Austria	Armenia	Christmas Is	Bhutan	Angola	
	Bolivia	Azores Is	Bosnia-Her.	East Timor	Cambodia	Ascension	
<u>2 Pale Blue</u>	Brazil	Belgium	Bulgaria	Fiji	China	Bassa Da India	<u>14 Robin Blue</u>
Alaska	Chile	Canary Is	Croatia	Fr. Polynesia	Hong Kong	Benin	Azerbaijan
Hawaii	Clipperton Is	Channel Is	Czech Rep	Gilbert Is	India	Botswana	Kazakhstan
	Colombia	Denmark	Estonia	Guam	Laos	Bouvet Is	Kyrgyzstan
	Costa Rica	Faroe Is	Hungary	Howland Is	Mongolia	Burkina Faso	Tajikistan
<u>3 Pale Green</u>	Ecuador	Finland	Latvia	Indonesia	Myanmar	Burundi	Turkmenistan
Anguilla	El Salvador	France	Lithuania	Jarvis Is	N. Korea	Cameroon	Uzbekistan
Antigua	Falkland Is.	Germany	Macedonia	Johnston Is	Nepal	Cape Verde	
Aruba	Fr. Guiana	Gibraltar	Maldives	Kingman Is	Pakistan	Cent African Rep	
Bahamas	Guatemala	Greece	Moldova	Kiribati Is	Sri Lanka	Chad	<u>15 Purple</u>
Barbados	Guyana	Ireland	Montenegro	Kwajalein Is	Taiwan	Cocos Is	Antarctica
Bermuda	Honduras	Isle of Man	Poland	Line Is	Vietnam	Comoros Is	Australia
Bonaire	Nicaragua	Italy	Romania	Malaysia		Congo	Coral Sea Is
Canada	Panama	Jan Mayen Is	Serbia	Mariana Is		Cook Is	McDonald Is
Cayman Is	Paraguay	Jersey Is	Slovakia	Marshall Is		Diego Garcia	New Caledonia
Cuba	Peru	Liechtenstein	Slovenia	Micronesia		Djibouti	New Zealand
Curacao	Suriname	Luxembourg	Yugoslavia	Midway Is		Equatorial Guinea	Norfolk Is
Dominica	Uruguay	Malta		Naura Is		Eritrea	Vanuatu Is
Dominican Rep	Venezuela	Monaco		Niue Is		Ethiopia	
Grenada		Netherlands	<u>8 Teal</u>	Palau		Europa Is	
Guadeloupe		Norway	Belarus	Palmyra Is		Gabon	<u>16 Medium Blue</u>
Haiti	<u>5 Green</u>	Portugal	Georgia	Papa New Gen		Gambia	S. Korea
Jamaica	Greenland	San Marino	Russia	Paracel Is		Ghana	
Martinique	Iceland	Spain	Ukraine	Philippines		Guinea	
Mexico		Sweden		Pitcarin Is		Guinea Bissau	
Montserrat		Switzerland		Saipan		Ivory Coast	<u>17 Burgandy</u>
Navassa Is		United King	<u>9 Olive Green</u>	Singapore		Juan De Nova Is	Iraq
Neth Antilles		Vatican City	Bahrain	Solomon Is.		Kenya	Kuwait
Nevis			Cyprus	Somoa		Lesotho	
Puerto Rico			Egypt	Tahiti		Liberia	
Saba			Iran	Thailand		Libya	<u>18 Pale Yellow</u>
St Lucia			Israel	Tokelau Is		Madagascar	Afghanistan
St Maarten			Jordan	Tonga		Malawi	
St Pierre Is			Lebanon	Tuvalu		Mali	
St Vincent			Oman	Wake Is		Mauritania	
Trinidad			Qatar	Wallis Is		Mauritius Is	
Turks & Caicos Is			Saudi	W. Somoa		Morocco	
Virgin Is			Syria			Mozambique	
			Turkey			Namibia	
			United Arab			Niger	
			Yemen			Nigeria	
						Reunion Is	
						Rwanda	
						St Helena Is	
						Sao Tome Is	
						Senegal	
						Seychelles	
						Sierra Leone	
						Somalia	
						S. Africa	
						Sudan	
						Swaziland	
						Tanzania	
						Togo	
						Tromelin Is	
						Tunisia	
						Uganda	
						Western Sahara	
						Zaire	
						Zambia	
						Zimbabwe	

**Note:** If unable to determine a country's cargo zone by using the zone list and/or map, it can be obtained by request to HQ USTRANSCOM/J8-CA at DSN 779-5074 or 779-5006 or e-mail to TRANSCOM.Scott.tcj8.mbx@mail.mil.

# Cargo Zone Map



# ATCH 3: Other Non-DoD Channel Passenger Tariffs

**FY17 Non-Department of Defense Channel Passenger Tariffs**

To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)
<b>AI Udeid AB</b>	<b>QATAR</b>	<b>IUD</b>		<b>Guantanamo Bay NS</b>	<b>CUBA</b>	<b>NBW</b>		<b>Norfolk NAS</b>	<b>USA</b>	<b>NGU</b>		<b>Sigonella NAS</b>	<b>ITALY</b>	<b>SIZ</b>	
Diego Garcia NSF	BIOT	NKW	\$ 892	Kingston	JAMAICA	KIN	\$ 58	Bahrain	BAHRAIN	BAH	\$ 1,422	Bahrain	BAHRAIN	BAH	\$ 1,177
								Diego Garcia NSF	BIOT	NKW	\$ 3,239	Djibouti	DJIBOUTI	JIB	\$ 1,375
<b>Aviano AB</b>	<b>ITALY</b>	<b>AVB</b>		<b>Hickam AFB</b>	<b>USA</b>	<b>HIK</b>		Djibouti	DJIBOUTI	JIB	\$ 2,882	Rota	SPAIN	RTA	\$ 947
AI Udeid AB	QATAR	IUD	\$ 898	Kadena AB	JAPAN	DNA	\$ 1,231	Guantanamo Bay NS	CUBA	NBW	\$ 397				
				Kwajalein	MARSHALL IS USA MINOR OUTLYING IS	KWA	\$ 1,137	Lajes AB	AZORES IS	LGS	\$ 889	<b>Souda Bay MIL</b>	<b>GREECE</b>	<b>CHQ</b>	
				Wake Island AAF	USA MINOR OUTLYING IS	AWK	\$ 777	Naples	ITALY	NAP	\$ 936	Diego Garcia NSF	BIOT	NKW	\$ 1,454
<b>Baltimore IAP</b>	<b>USA</b>	<b>BWI</b>						Rota	SPAIN	RTA	\$ 1,256				
AI Udeid AB	QATAR	IUD	\$ 1,206	<b>Jacksonville NAS</b>	<b>USA</b>	<b>NIP</b>		Sigonella NAS	ITALY	SIZ	\$ 2,131	<b>Travis AFB</b>	<b>USA</b>	<b>SUU</b>	
Aviano AB	ITALY	AVB	\$ 541	Guantanamo Bay NS	CUBA	NBW	\$ 277	Souda Bay NSA	GREECE	CHQ	\$ 2,236	Alice Springs RAAF	AUSTRALIA	ASP	\$ 3,395
Incirlik AB (Adana)	TURKEY	ADA	\$ 1,139									Andersen AFB	GUAM	UAM	\$ 868
Kuwait City	KUWAIT	KWI	\$ 926	<b>Kadena AB</b>	<b>JAPAN</b>	<b>DNA</b>		<b>Patrick AFB</b>	<b>USA</b>	<b>COF</b>		Elmendorf AFB	USA	EDF	\$ 434
Lajes AB	AZORES IS	LGS	\$ 843	Iwakuni MCAS	JAPAN	IWA	\$ 306	Ascension	ASCENSION IS	ASI	\$ 1,711	Hickam AFB	USA	HIK	\$ 354
Ramstein AB	GERMANY	RMS	\$ 1,047	Osan AB	SOUTH KOREA	OSN	\$ 345					Kadena AB	JAPAN	DNA	\$ 1,352
Thule AB	GREENLAND	THU	\$ 877					<b>Paya Lebar (RSAF)</b>	<b>SINGAPORE</b>	<b>QPG</b>		Osan AB	SOUTH KOREA	OSN	\$ 877
				<b>McGuire AFB</b>	<b>USA</b>	<b>WRI</b>		Diego Garcia NSF	BIOT	NKW	\$ 761	RAAF Richmond	AUSTRALIA	RCM	\$ 1,040
<b>Bahrain</b>	<b>BAHRAIN</b>	<b>BAH</b>		Adana Incirlik TK	TURKEY	ADA	\$ 988					Yokota AB	JAPAN	OKO	\$ 457
Diego Garcia NSF	BIOT	NKW	\$ 923	AI Udeid AB	QATAR	IUD	\$ 1,518	<b>Ramstein AB</b>	<b>GERMANY</b>	<b>RMS</b>					
Djibouti	DJIBOUTI	JIB	\$ 1,082	Kuwait City	KUWAIT	KWI	\$ 1,493	Adana Incirlik TK	TURKEY	ADA	\$ 691	<b>Yokota AB</b>	<b>JAPAN</b>	<b>OKO</b>	
Rota	SPAIN	RTA	\$ 1,120	Lajes AB	AZORES IS	LGS	\$ 1,576	AI Udeid AB	QATAR	IUD	\$ 739	Andersen AFB	GUAM	UAM	\$ 341
Souda Bay NSA	GREECE	CHQ	\$ 715	Mildenhall RAF	UNITED KINGDOM	MHZ	\$ 356	Aviano AB	ITALY	AVB	\$ 485	Diego Garcia NSF	BIOT	NKW	\$ 1,774
				Ramstein AB	GERMANY	RMS	\$ 563	Bagram AB	AFGHANISTAN	OA1	\$ 1,371	Iwakuni MCAS	JAPAN	IWA	\$ 380
<b>Charleston AFB</b>	<b>USA</b>	<b>CHS</b>		Thule AB	GREENLAND	THU	\$ 855	Cairo	EGYPT	CAI	\$ 623	Kadena AB	JAPAN	DNA	\$ 393
Palmerola	HONDURAS	PLA	\$ 699					Kuwait City	KUWAIT	KWI	\$ 755	Osan AB	SOUTH KOREA	OSN	\$ 297
				<b>Mildenhall RAF</b>	<b>UNITED KINGDOM</b>	<b>MHZ</b>		Lajes AB	AZORES IS	LGS	\$ 846	Paya Lebar (RSAF)	SINGAPORE	QPG	\$ 683
<b>Dover AFB</b>	<b>USA</b>	<b>DOV</b>		Ramstein AB	GERMANY	RMS	\$ 668	Niamey	NIGER	NIM	\$ 846				
Bagram	AFGHANISTAN	OA1	\$ 1,003					Sigonella NAS	ITALY	SIZ	\$ 593				
				<b>Misawa AB</b>	<b>JAPAN</b>	<b>MSJ</b>									
<b>Elmendorf AFB</b>	<b>USA</b>	<b>EDF</b>		Osan AB	SOUTH KOREA	OSN	\$ 421	<b>Rota</b>	<b>SPAIN</b>	<b>RTA</b>					
Cape Lisburne	USA	LUR	\$ 720					Djibouti	DJIBOUTI	JIB	\$ 1,489				
Cape Newenham	USA	EHM	\$ 487	<b>Naples</b>	<b>ITALY</b>	<b>NAP</b>									
Eareckson AS	USA	SYA	\$ 1,504	Bahrain	BAHRAIN	BAH	\$ 905	<b>Seattle-Tacoma IAP</b>	<b>USA</b>	<b>SEA</b>					
Eielson AFB	USA	EIL	\$ 217	Diego Garcia NSF	BIOT	NKW	\$ 1,673	Suwon	SOUTH KOREA	HLV	\$ 747				
Ft. Yukon	USA	FYU	\$ 522	Lajes AB	AZORES IS	LGS	\$ 913	Iwakuni MCAS	JAPAN	IWA	\$ 2,392				
King Salmon	USA	AKN	\$ 290	Souda Bay NSA	GREECE	CHQ	\$ 609	Kadena AB	JAPAN	DNA	\$ 1,872				
Sparrevohn	USA	SVW	\$ 586					Misawa AB	JAPAN	MSJ	\$ 1,442				
								Osan AB	SOUTH KOREA	OSN	\$ 747				
								Yokota AB	JAPAN	OKO	\$ 580				

**Notes:**

1. Direct service is not available between all points for which a rate is published.
2. See instruction section 1.c prior to quoting passenger baggage rates.
3. Outbound inbound rates are identical.