



Military Surface Deployment and Distribution Command

FY2017

Port Handling Billing Rates

Contents

(Listed by Section Number)

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1. Purpose and Scope

This guide contains the FY 2017 Transportation Working Capital Fund (TWCF) billing rates tables and guidance for port handling services provided by the Military Surface Deployment and Distribution Command (SDDC) under Stevedoring and Related Terminal Services (S&RTS) contracts.

2. Application of Rates

Tables one through four 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 Outside CONUS (OCONUS) ocean terminal facilities.

b. Table two rates apply to port handling for services for import shipments moving through CONUS and OCONUS 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.

Billing charges are based on the actual MTONs of the cargo. A 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).

Starting this year, Berth Term Rates will no longer be charged to customers. Also, Southwest Asia ports are now in a separate traffic area. Previously Southwest Asia was part of the Europe Traffic Area. See Section 4 for Traffic Area descriptions.

Rates are not set for traffic areas/commodity codes that have had no actual workload for the past three years. If a customer ships where there is no TWCF billing rate set, it will be billed at a full cost recovery rate.

3. Port Handling Cargo Billing Rates

Table 1
Billing Rates per MTON for Export Shipments

| Code | Commodity Description | North Atlantic | South & Gulf | West Coast | Europe | Southwest Asia | Pacific Caribbean |
|------|------------------------------------|----------------|--------------|------------|---------|----------------|-------------------|
| 20 | Explosives | | \$73.11 | | | | \$57.03 |
| 25 | Containers - Explosives* | | \$33.42 | \$75.00 | \$34.42 | \$93.18 | \$42.58 |
| 35 | Aircraft (Unboxed) | | \$9.15 | | \$8.45 | | \$15.39 |
| 40 | General Cargo | | \$39.80 | \$80.33 | \$24.07 | \$90.46 | \$39.00 |
| 41 | Wood Products (Unboxed) | | | | \$10.24 | | \$16.87 |
| 43 | Metal Products (Unboxed) | | | | \$15.14 | \$88.12 | \$16.57 |
| 44 | Cargo Transporters (loaded/empty)* | | | | | | |
| 45 | Containers - except Explosives* | | \$19.31 | \$56.93 | \$21.33 | \$90.27 | \$13.23 |
| 47 | HHG (includes baggage) | | \$28.92 | \$48.65 | | \$95.54 | \$17.48 |
| 50 | Refrigerated Cargo | | \$72.98 | | \$19.59 | | \$16.87 |
| 60 | Heavy Gov't Vehicles > 10,000 lbs | | \$13.97 | \$34.08 | \$16.01 | \$89.34 | \$15.23 |
| 61 | Gov't Vehicles ≤ 10,000 lbs | | \$19.83 | \$34.23 | \$21.35 | \$85.80 | \$16.90 |
| 62 | Privately Owned Vehicles (POVs) | | \$19.31 | | | \$80.67 | \$16.23 |

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

Table 2
Billing Rates per MTON for Import Shipments

| Code | Commodity Description | North Atlantic | South & Gulf | West Coast | Europe | Southwest Asia | Pacific | Caribbean |
|------|------------------------------------|----------------|--------------|------------|---------|----------------|---------|-----------|
| 20 | Explosives | | \$77.71 | \$91.43 | | \$146.29 | | |
| 25 | Containers - Explosives* | | \$32.60 | \$73.95 | \$30.55 | \$94.36 | \$42.58 | |
| 35 | Aircraft (Unboxed) | | \$11.37 | \$23.20 | \$6.73 | | \$17.36 | |
| 40 | General Cargo | | \$29.11 | \$59.71 | \$23.41 | \$99.49 | \$27.25 | |
| 41 | Wood Products (Unboxed) | | \$16.00 | \$46.32 | \$19.55 | \$73.91 | \$19.89 | |
| 43 | Metal Products (Unboxed) | | \$31.91 | | | | | |
| 44 | Cargo Transporters (loaded/empty)* | | | | | | | |
| 45 | Containers - except Explosives* | | \$17.36 | \$54.94 | \$23.87 | \$91.59 | \$22.65 | |
| 47 | HHG (includes baggage) | | \$23.07 | | \$27.44 | \$95.54 | \$23.15 | |
| 50 | Refrigerated Cargo | | \$32.62 | | \$19.50 | | | |
| 60 | Heavy Gov't Vehicles > 10,000 lbs | | \$12.55 | \$33.67 | \$18.54 | \$88.39 | \$17.68 | |
| 61 | Gov't Vehicles ≤ 10,000 lbs | | \$18.39 | \$40.81 | \$23.53 | \$75.43 | \$14.41 | |
| 62 | Privately Owned Vehicles (POVs) | | \$12.50 | | | | \$14.25 | |

*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 | Southwest Asia | Pacific | Caribbean |
|------|--------------------------------------|----------------|--------------|------------|---------|----------------|---------|-----------|
| 71 | Packing CONEX | | | | | | | |
| 75 | Unitization of General Cargo | | | | \$32.90 | | | |
| 76 | Unitization of Explosives | | | | | | | |
| 77 | Packing Containers (all other cargo) | | \$34.62 | | \$18.20 | | \$16.68 | |
| 79 | Packing Containers (Vehicles) | | | | | | \$16.23 | |
| 80 | POV Processing | | | | | | | |
| 83 | Frustrated Cargo | | | | | | | |
| 84 | Packing Containers (POVs) | | | | | | | |
| 86 | Packing Containers (Explosives) | | \$160.53 | | | | | |
| 87 | Packing Containers (Refrig Cargo) | | | | | | | |
| 88 | Pack/Unpack AAFES Cargo | | | | | | | |

Table 4
Special Handling Charges per MTON – Import

| Code | Commodity Description | North Atlantic | South & Gulf | West Coast | Europe | Southwest Asia | Pacific | Caribbean |
|------|--------------------------------------|----------------|--------------|------------|--------|----------------|---------|-----------|
| 71 | Packing CONEX | | | | | | | |
| 75 | Unitization of General Cargo | | \$36.13 | | | | \$33.57 | |
| 76 | Unitization of Explosives | | | | | | | |
| 77 | Packing Containers (all other cargo) | | \$35.56 | | | | | |
| 79 | Packing Containers (Vehicles) | | | | | | | |
| 80 | POV Processing | | | | | | | |
| 83 | Frustrated Cargo | | | | | | | |
| 84 | Packing Containers (POVs) | | | | | | | |
| 86 | Packing Containers (Explosives) | | \$115.28 | | | | | |
| 87 | Packing Containers (Refrig Cargo) | | | | | | | |
| 88 | Pack/Unpack AAFES Cargo | | | | | | | |

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** – CONUS Pacific coast ports and Alaska
- d. **Europe** - Belgium, Germany, Netherlands, Italy, Spain, Greece, Turkey, Israel, Africa, and all other European locations
- e. **Southwest Asia** – Kuwait, Iraq, Saudi Arabia, Bahrain, Qatar, United Arab Emirates, Oman, Jordan, and all other Southwest Asia locations
- f. **Pacific** – Pakistan, Philippines, Singapore, Hawaii, Japan, Korea, and all other Pacific locations
- g. **Caribbean** - Panama, Central America, South America, and all other Caribbean locations

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 88. These CCs are used for billing purposes to the customer. The following is the list of 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 71 Pack into or unpack cargo from CONEX.** Represents basic commodities that are packed into or unpacked from CONEX containers.
- 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.

6. Billing Rate Features

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 handled using a SDDC S&RTS contract, the customer receives an invoice from SDDC for that port handling service. In addition, the customer will receive a separate invoice from MSC or SDDC for moving their cargo over ocean and possibly 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. 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.

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.

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