



Air Mobility Command

FY 2021

U.S. Government Department of Defense Channel Passenger and Cargo Airlift Customer Billing Rates and Guidance for the Transportation Working Capital Fund

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

PASSENGER AND CARGO CHANNEL RATES
EFFECTIVE: 01 Oct 20 through 30 Sep 21 (FY21)

The U.S. Government DOD rate applies to all DOD agencies (e.g., Services, DLA) as well as some foreign countries and North Atlantic Treaty Organization (NATO) pursuant to international agreements; U.S. Coast Guard (USCG) when in support of USCG units attached to the DoD Components and sponsored by the U.S. Navy, DODI 4515.13, para. 11.4.a; Noncombatant Evacuation Operations for force protection related costs only and not general population evacuation; Central Intelligence Agency (if SECDEF determines that those military airlift services are provided for activities related to national security objectives), 10 U.S.C. § 2642 (a)(1); and Department of State for the transportation of armored motor vehicles to a foreign country to meet requirements associated with overseas travel of the Secretary of State in that country, 10 U.S.C. § 2642 (a)(2). Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618)229-5754 or DSN 779-5754.

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

a. **Channel Passenger Rates.** To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 1: Department of Defense Channel Passenger Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical. Computation of charges for U.S. Government DOD Passenger, which may be offered, but not included in rate tables: obtain the nautical mileage between points where transportation is to be furnished and multiply the mileage by \$0.411628.

b. **Minimum Passenger Tariff.** All DOD passenger movement will have a minimum tariff of \$50. All charges will be rounded to the next whole dollar.

c. **Multiple Stops.** When segmented, air movement designators (AMD) are issued to permit an authorized delay at an intermediate Air Mobility Command (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.

d. **Excess Charges for Overweight Passengers.** Upon request and advance arrangement of 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.

e. **Excess Baggage.** Reference DOD 4500.9-R and DODI 4515.13, Section 3.3. Excess baggage charges will be assessed on a per piece basis. Each passenger is authorized two pieces of baggage not to exceed 62 linear inches (length plus width plus height) or 70 pounds 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 linear 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. 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 AMCI24-101V14, 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.

f. **Pet Charges.** Reference DOD 4500.9-R and DODI 4515.13 Section 10.3. Movement of pets (cats and dogs only) within authorized areas on AMC military or Patriot Express flights are reimbursed by using the Pet Rate Table listed below. Pets and their containers with a combined weight up to 70 lbs will be charged as one piece (\$125); 71-140 lbs will be charged as two pieces (\$250), and 141-150 lbs will be charged as three pieces (\$375). 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.

0-70 pounds	71-140 pounds	141-150 pounds
\$125	\$250	\$375

2. Instructions for use of U.S. Government DOD Channel Cargo Rate Tables:

a. **Channel Cargo Rates.** To obtain cargo rates, consult the attached zone-to-zone table (ATCH 2: Department of Defense Channel Cargo Tariffs). If unsure of a country's cargo zone, reference the attached cargo zone list and map (ATCH 3: Cargo Zone List and Map). For example, a cargo shipment from Joint Base McGuire-Dix-Lakehurst to Ramstein Air Base would be charged the zone 1 to 6 tariff. The dollar/lb rates for a shipment from zone 1 to 6 are \$1.701 (0-439 lbs shipment), \$1.530 (440-1099 lbs), \$1.363 (1100-2199 lbs), \$1.189 (2200-3599 lbs), and \$1.047 (3600+ lbs).

b. **Actual Weight vs. Dimensional Weight.** 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 ($1\text{ft}^3 = 12\text{ in} \times 12\text{ in} \times 12\text{ in} = 1728\text{in}^3$, which equals $172.8\text{ in}^3/\text{lb}$); this divisor of 172.8 is applied to the L x W x H calculations. The chargeable weight is the actual net weight or dimensional weight, whichever is greater as indicated on the transportation control movement document. The chargeable amount will depend on the actual weight break of the shipment even though the dimensional weight may put the shipment in a higher or less expensive weight break. For example: 400 lb package has a dimensional weight of 724 — since the dimensional weight is greater, multiply dimensional weight by the weight break rate applicable to actual weight of 400 lbs (1st 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 in³
Hypothetical Weight Break Rate for items 1-439 lbs = \$3.02

$$\frac{125,000\text{ in}^3}{172.8\text{ in}^3/\text{lb}} = 724\text{ lbs (Dimensional Weight)}$$

$$400\text{ lb Actual Weight Break Rate} \times \text{Greater of: Actual Weight or Dimensional Weight} \\ = \$3.02 \times 724 = \$2,186$$

c. **Minimum Cargo Tariff.** All 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.

d. **Split Shipments.** 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 AMCI24-6051V11). 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.

e. **Transportation Priority (TP)-4 Cargo.** TP-4 cargo is deferred air freight moved as space available filler cargo. TP-4 cargo is assessed by measuring the dimensions (length x width x height) and dividing the volume on a per cubic foot basis (12 x 12 x 12 = 1728 cubic inches) versus actual weight. All non-air eligible freight and certain retrograde reparable cargo may be moved as filler cargo within the deferred air service capability offered. Air eligible TP-1 and TP-2 cargo will not be moved as TP-4. The applicability of the TP-4 rates is subject to the availability and allocation of space. If there is no TP-4 rate listed, it will be billed at the TP-1 or TP-2 cargo rate. TP-4 rates are not necessarily valid in both directions. To obtain TP-4 rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 4: TP-4 Tariffs). TP-4 rates are only applicable to cargo shipped by DOD components. Cargo owned by other US Government agencies, foreign countries, NATO, etc., is not eligible for the TP-4 rate.

f. **Mail.** Mail is charged by weight and billed to three separate Transportation Account Codes. Mail is manifested separately from cargo, but the same rates apply.

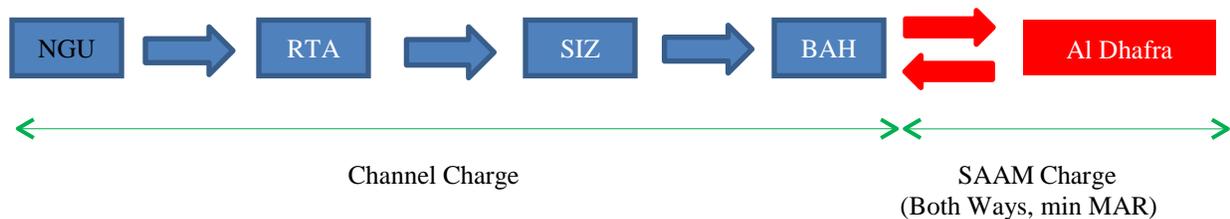
3. Channel Extensions and Flag Stops (defined and discussed below) are Special Assignment Airlift Mission (SAAM) excursions within a channel mission. Certain portions are charged using SAAM mission flying hour costs in addition to the normal channel costs.

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) per platform. (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.(5)). 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

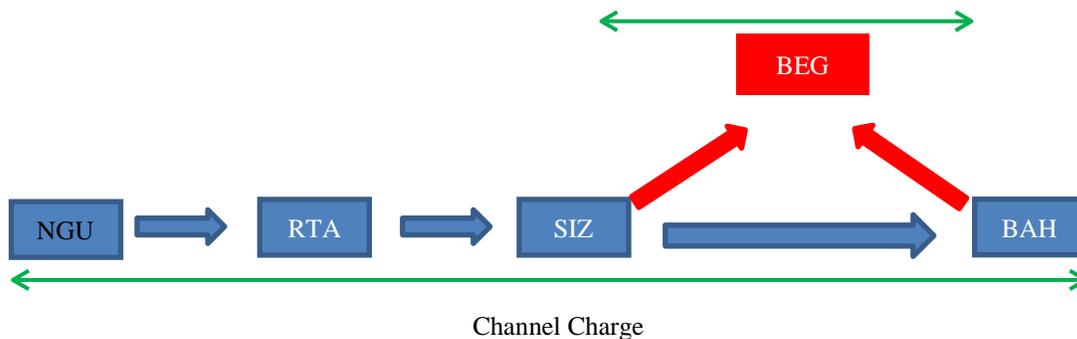
without causing disruption to the channel system. Flag stop requirements are channel requirements and will be manifested, documented, and billed as such from the APOE to the end of the channel segment (regardless of whether on-loaded or off-loaded prior to the channel destination). In addition to the 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 per platform. (*SAAMs JCS Exercises and Contingencies Rate Guidance*, 2.a.(5)). 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):

$$\text{SAAM Charge} = \text{Flying Hours w/Flag Stop} - \text{Scheduled Channel Flying Hours (min MAR)}$$



4. Aeromedical Evacuation (AE) furnished to DOD within overseas areas and between overseas and CONUS will be charged as follows:

a. **AE Aboard 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 that AMC/FMFAB has no visibility of. It covers air medical crew and medical equipment that are not currently manifested in any system.

b. **AE Aboard Channel Cargo Missions.** 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. Currently, KC-135s are the only aircraft using PSPs and are thus 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:

- (1) 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.
- (2) Any passengers considered attendants or ambulatory are still billed at the single seat rate for the channel.

c. **AE CONUS Missions.** All missions are billed at the SAAM rate for that aircraft, including any positioning and de-positioning legs that may occur. All charges for CONUS missions are billed to the Medical Mission Account.

d. **AE Missions on Non-Validated Channels.** 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 which lists all validated AMC channels, at <https://tacc.us.af.mil/?action=xog&XOGpage=xogd>, or contact DSN 576-3614/3538, commercial (618) 256-3614/3538.

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

5. Rates may be obtained by request to HQ USTRANSCOM/J8-CA at DSN 779-5074/5009, commercial (618) 229-5074/5009, or e-mail to TRANSCOM.Scott.TCJ8.mbx.rates@mail.mil. Channel cost estimates may be obtained through the Operational Cost Team. To ensure the fastest response time, please submit transportation requests via <https://www.ustranscom.mil/dbw/index.cfm>. Requests for large moves may also be made via email to transcom.scott.tcj8.mbx.cost-estimates@mail.mil. Please provide as much information as possible to include origin, destination, dimensions (length, width, and height), and weight.

ATCH 1: Department of Defense Channel Passenger Tariffs

ATCH 2: Department of Defense Channel Cargo Tariffs

FY21 Department of Defense Channel Cargo Tariffs

			Dept of Defense Channel Cargo Tariffs (Dollars Per Pound)								Dept of Defense Channel Cargo Tariffs (Dollars Per Pound)								Dept of Defense 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	1.562	1.405	1.251	1.092	0.961	4	2	4-2	3.897	3.505	3.121	2.724	2.398	7	2	7-2	-	-	-	-	-
1	3	1-3	1.267	1.139	1.014	0.885	0.779	4	3	4-3	-	-	-	-	-	7	3	7-3	-	-	-	-	-
1	4	1-4	2.308	2.075	1.848	1.613	1.420	4	4	4-4	4.662	4.192	3.734	3.258	2.869	7	4	7-4	-	-	-	-	-
1	5	1-5	2.622	2.358	2.100	1.833	1.613	4	5	4-5	-	-	-	-	-	7	5	7-5	-	-	-	-	-
1	6	1-6	1.701	1.530	1.363	1.189	1.047	4	6	4-6	4.816	4.331	3.857	3.366	2.964	7	6	7-6	1.544	1.389	1.237	1.079	0.950
1	7	1-7	3.060	2.752	2.451	2.139	1.883	4	7	4-7	-	-	-	-	-	7	7	7-7	-	-	-	-	-
1	8	1-8	6.472	5.820	5.183	4.523	3.983	4	8	4-8	-	-	-	-	-	7	8	7-8	-	-	-	-	-
1	9	1-9	2.045	1.839	1.638	1.429	1.259	4	9	4-9	5.488	4.935	4.395	3.836	3.377	7	9	7-9	1.775	1.596	1.421	1.241	1.092
1	10	1-10	3.193	2.872	2.558	2.232	1.965	4	10	4-10	6.109	5.494	4.893	4.270	3.759	7	10	7-10	-	-	-	-	-
1	11	1-11	3.394	3.052	2.718	2.372	2.089	4	11	4-11	-	-	-	-	-	7	11	7-11	-	-	-	-	-
1	12	1-12	5.359	4.819	4.292	3.746	3.298	4	12	4-12	-	-	-	-	-	7	12	7-12	-	-	-	-	-
1	13	1-13	2.055	1.848	1.646	1.436	1.265	4	13	4-13	6.348	5.709	5.084	4.437	3.907	7	13	7-13	-	-	-	-	-
1	14	1-14	4.003	3.600	3.206	2.798	2.463	4	14	4-14	-	-	-	-	-	7	14	7-14	-	-	-	-	-
1	15	1-15	3.576	3.216	2.864	2.499	2.200	4	15	4-15	-	-	-	-	-	7	15	7-15	-	-	-	-	-
1	16	1-16	1.974	1.775	1.581	1.380	1.215	4	16	4-16	5.481	4.929	4.390	3.831	3.373	7	16	7-16	-	-	-	-	-
1	17	1-17	3.304	2.971	2.646	2.310	2.033	4	17	4-17	6.655	5.984	5.330	4.651	4.095	7	17	7-17	5.721	5.144	4.581	3.998	3.520
1	18	1-18	4.176	3.755	3.345	2.919	2.570	4	18	4-18	8.144	7.324	6.522	5.693	5.012	7	18	7-18	6.914	6.217	5.537	4.832	4.255
2	1	2-1	1.562	1.405	1.251	1.092	0.961	5	1	5-1	2.622	2.358	2.100	1.833	1.613	8	1	8-1	6.472	5.820	5.183	4.523	3.983
2	2	2-2	2.218	1.995	1.777	1.550	1.365	5	2	5-2	4.870	4.379	3.900	3.404	2.997	8	2	8-2	-	-	-	-	-
2	3	2-3	1.720	1.547	1.378	1.202	1.058	5	3	5-3	-	-	-	-	-	8	3	8-3	-	-	-	-	-
2	4	2-4	3.897	3.505	3.121	2.724	2.398	5	4	5-4	-	-	-	-	-	8	4	8-4	-	-	-	-	-
2	5	2-5	4.870	4.379	3.900	3.404	2.997	5	5	5-5	-	-	-	-	-	8	5	8-5	-	-	-	-	-
2	6	2-6	1.739	1.564	1.392	1.215	1.070	5	6	5-6	2.325	2.091	1.862	1.625	1.431	8	6	8-6	2.426	2.182	1.943	1.696	1.493
2	7	2-7	-	-	-	-	-	5	7	5-7	-	-	-	-	-	8	7	8-7	-	-	-	-	-
2	8	2-8	-	-	-	-	-	5	8	5-8	-	-	-	-	-	8	8	8-8	-	-	-	-	-
2	9	2-9	3.246	2.919	2.599	2.269	1.997	5	9	5-9	5.384	4.842	4.312	3.763	3.313	8	9	8-9	-	-	-	-	-
2	10	2-10	3.081	2.771	2.468	2.154	1.896	5	10	5-10	5.890	5.297	4.717	4.117	3.625	8	10	8-10	-	-	-	-	-
2	11	2-11	3.502	3.150	2.805	2.448	2.155	5	11	5-11	-	-	-	-	-	8	11	8-11	-	-	-	-	-
2	12	2-12	6.896	6.202	5.523	4.820	4.244	5	12	5-12	6.084	5.471	4.873	4.253	3.744	8	12	8-12	-	-	-	-	-
2	13	2-13	2.515	2.261	2.014	1.758	1.547	5	13	5-13	6.189	5.565	4.956	4.326	3.809	8	13	8-13	-	-	-	-	-
2	14	2-14	7.305	6.569	5.850	5.106	4.495	5	14	5-14	-	-	-	-	-	8	14	8-14	-	-	-	-	-
2	15	2-15	2.817	2.534	2.256	1.969	1.734	5	15	5-15	-	-	-	-	-	8	15	8-15	-	-	-	-	-
2	16	2-16	2.044	1.838	1.637	1.429	1.258	5	16	5-16	6.214	5.588	4.976	4.343	3.824	8	16	8-16	-	-	-	-	-
2	17	2-17	5.768	5.187	4.619	4.032	3.549	5	17	5-17	6.079	5.467	4.869	4.249	3.741	8	17	8-17	-	-	-	-	-
2	18	2-18	4.013	3.609	3.214	2.805	2.470	5	18	5-18	-	-	-	-	-	8	18	8-18	7.457	6.706	5.972	5.212	4.589
3	1	3-1	1.267	1.139	1.014	0.885	0.779	6	1	6-1	1.701	1.530	1.363	1.189	1.047	9	1	9-1	2.045	1.839	1.638	1.429	1.259
3	2	3-2	1.720	1.547	1.378	1.202	1.058	6	2	6-2	1.739	1.564	1.392	1.215	1.070	9	2	9-2	3.246	2.919	2.599	2.269	1.997
3	3	3-3	1.985	1.785	1.590	1.388	1.222	6	3	6-3	1.258	1.131	1.007	0.879	0.774	9	3	9-3	2.482	2.232	1.988	1.735	1.528
3	4	3-4	-	-	-	-	-	6	4	6-4	4.816	4.331	3.857	3.366	2.964	9	4	9-4	5.488	4.935	4.395	3.836	3.377
3	5	3-5	-	-	-	-	-	6	5	6-5	2.325	2.091	1.862	1.625	1.431	9	5	9-5	5.384	4.842	4.312	3.763	3.313
3	6	3-6	1.258	1.131	1.007	0.879	0.774	6	6	6-6	1.267	1.139	1.014	0.885	0.779	9	6	9-6	3.698	3.325	2.962	2.585	2.276
3	7	3-7	-	-	-	-	-	6	7	6-7	1.544	1.389	1.237	1.079	0.950	9	7	9-7	1.775	1.596	1.421	1.241	1.092
3	8	3-8	-	-	-	-	-	6	8	6-8	2.426	2.182	1.943	1.696	1.493	9	8	9-8	-	-	-	-	-
3	9	3-9	2.482	2.232	1.988	1.735	1.528	6	9	6-9	3.698	3.325	2.962	2.585	2.276	9	9	9-9	8.310	7.473	6.655	5.808	5.114
3	10	3-10	4.727	4.251	3.785	3.304	2.909	6	10	6-10	2.846	2.559	2.279	1.989	1.751	9	10	9-10	3.641	3.274	2.916	2.545	2.240
3	11	3-11	-	-	-	-	-	6	11	6-11	4.121	3.706	3.301	2.881	2.536	9	11	9-11	4.775	4.294	3.824	3.338	2.939
3	12	3-12	7.010	6.304	5.614	4.899	4.314	6	12	6-12	5.364	4.824	4.296	3.749	3.301	9	12	9-12	4.279	3.848	3.427	2.991	2.634
3	13	3-13	5.622	5.056	4.503	3.930	3.460	6	13	6-13	6.528	5.870	5.228	4.563	4.017	9	13	9-13	3.271	2.941	2.619	2.286	2.013
3	14	3-14	-	-	-	-	-	6	14	6-14	4.976	4.475	3.985	3.478	3.062	9	14	9-14	6.059	5.449	4.853	4.235	3.729
3	15	3-15	-	-	-	-	-	6	15	6-15	3.643	3.276	2.918	2.546	2.242	9	15	9-15	5.322	4.786	4.262	3.720	3.275
3	16	3-16	5.900	5.306	4.725	4.124	3.631	6	16	6-16	3.575	3.214	2.863	2.498	2.200	9	16	9-16	2.541	2.285	2.035	1.776	1.564
3	17	3-17	6.590	5.926	5.278	4.606	4.055	6	17	6-17	2.655	2.388	2.127	1.856	1.634	9	17	9-17	4.642	4.174	3.718	3.245	2.857
3	18	3-18	-	-	-	-	-	6	18	6-18	3.662	3.293	2.933	2.559	2.253	9	18	9-18	4.570	4.109	3.660	3.194	2.812
4	1	4-1	2.308	2.075	1.848	1.613	1.420	7	1	7-1	3.060	2.752	2.451	2.139	1.883	10	1	10-1	3.193	2.872	2.558	2.232	1.965

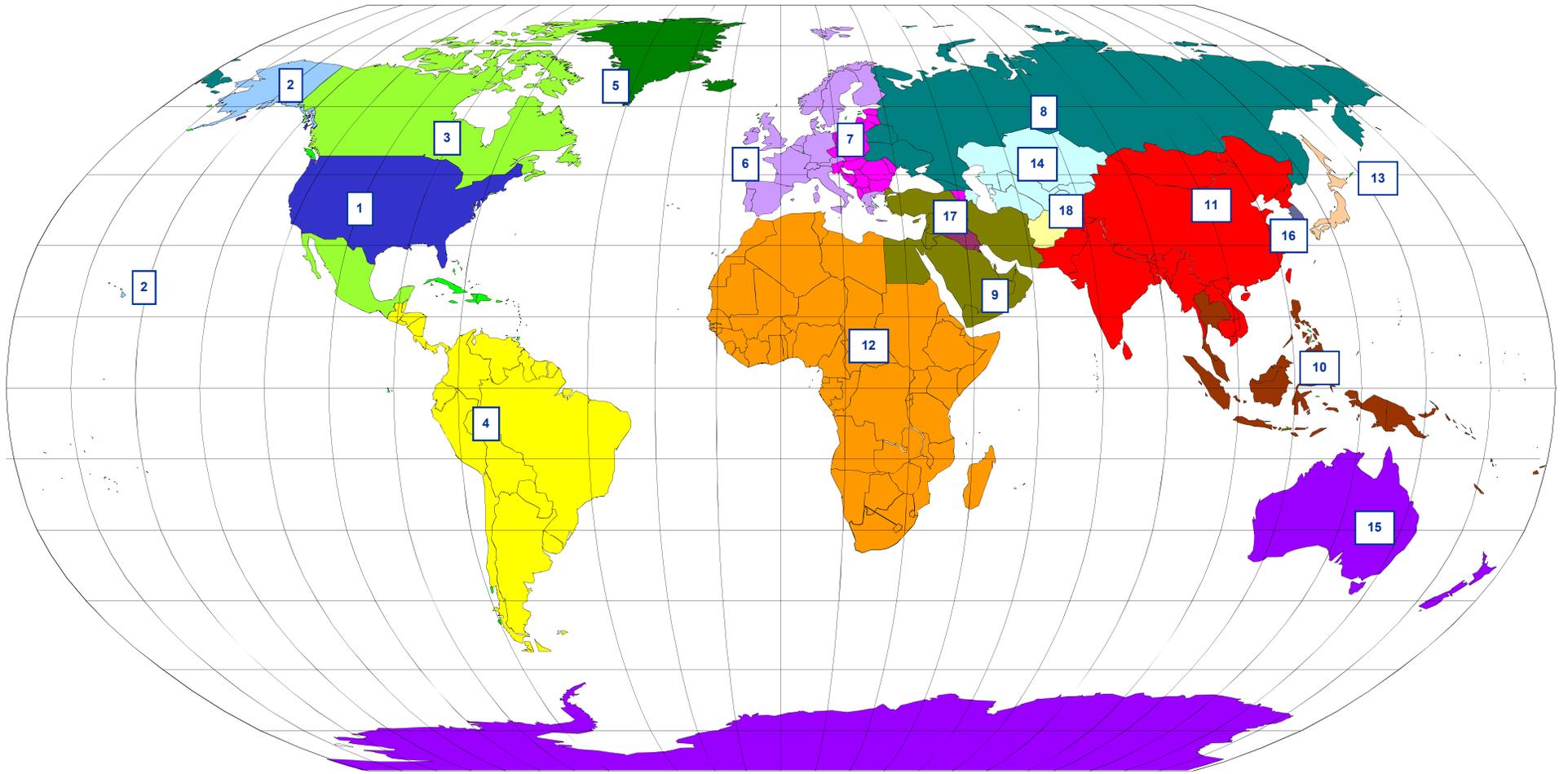
ATCH 3:
Cargo Zone List and Map

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	Bosnia-Herzegovina	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 Island	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	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	Australia
Bonaire	Nicaragua	Italy	Romania	Malaysia		Congo	Coral Sea Is
Canada	Panama	Jan Mayen Is	Serbia	Marianas		Cook Is	McDonald Is
Cayman Is	Paraguay	Jersey Is	Slovak Republic	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		Nauru		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	Papua 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 Arabia	W. Somoa		Morocco	
Virgin Islands			Syria			Mozambique	
			Turkey			Namibia	
			United Arab Emirates			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 779-5009 or e-mail to TRANSCOM.Scott.tcj8.mbx.rates@mail.mil.

Cargo Zone Map



ATCH 4: TP-4 Tariffs

EFFECTIVE: 1 Oct 20

FY21 TP-4 Tariffs (One-Way Rates Are Listed Below)

From	Country	APC	TP4 \$/ CU-FT	From	Country	APC	TP4 \$/ CU-FT	From	Country	APC	TP4 \$/ CU-FT
Aludeid Rayyan	Qatar	IUD		Hickam AFB	USA	HIK		Norfolk NAS	USA	NGU	
McGuire AFB	USA	WRI	\$ 3.206	Wake Island AAF	USA Minor Outlying Is.	AWK	\$ 10.297	Bahrain	Bahrain	BAH	\$ 2.836
Andersen AFB	Guam	UAM		Kadena AB	Japan	DNA	\$ 1.925	Djibouti	Djibouti	JIB	\$ 3.639
Hickam AFB	USA	HIK	\$ 4.694	Kwajalein	Marshall Is.	KWA	\$ 3.913	Guantanamo Bay NS	Cuba	NBW	\$ 1.561
Yokota AB	Japan	OKO	\$ 2.010	Yokota AB	Japan	OKO	\$ 3.642	Rota NAS	Spain	RTA	\$ 2.400
Travis AFB	USA	SUU	\$ 2.441	Osan AB	South Korea	OSN	\$ 5.729	Signonella NAS	Italy	SIZ	\$ 2.400
Aviano AB	Italy	AVB		RAAF Richmond	Australia	RCM	\$ 5.505	Osan AB	South Korea	OSN	
Dover AFB	USA	DOV	\$ 2.666	Travis AFB	USA	SUU	\$ 1.558	Kadena AB	Japan	DNA	\$ 1.672
McGuire AFB	USA	WRI	\$ 2.666	Andersen AFB	Guam	UAM	\$ 3.145	Hickam AFB	USA	HIK	\$ 3.693
Baghdad	Iraq	SDA		Incirilik AB (Adana)	Turkey	ADA		Yokota AB	Japan	OKO	\$ 1.358
Dover AFB	USA	DOV	\$ 3.206	Ramstein AB	Germany	RMS	\$ 2.299	Travis AFB	USA	SUU	\$ 1.657
Bagram AB	Afghanistan	OA1		McGuire AFB	USA	WRI	\$ 2.666	Paya Lebar (RSAF)	Singapore	QPG	
Dover AFB	USA	DOV	\$ 11.913	Kadena AB	Japan	DNA		Diego Garcia NSF	BIOT	NKW	\$ 2.301
Ramstein AB	Germany	RMS	\$ 14.735	Hickam AFB	USA	HIK	\$ 3.395	Yokota AB	Japan	OKO	\$ 1.309
Bahrain	Bahrain	BAH		Iwakuni MCAS	Japan	IWA	\$ 1.078	Travis AFB	USA	SUU	\$ 3.916
Al Fujairah	United Arab Emirates	FJR	\$ 1.701	Gimhae	South Korea	KHE	\$ 1.080	RAAF Richmond	Australia	RCM	
Djibouti	Djibouti	JIB	\$ 1.966	Gunsan AB	South Korea	KUZ	\$ 1.080	Hickam AFB	USA	HIK	\$ 5.505
Norfolk NAS	USA	NGU	\$ 3.206	Yokota AB	Japan	OKO	\$ 1.078	Travis AFB	USA	SUU	\$ 2.449
Diego Garcia NSF	BIOT	NKW	\$ 4.937	Osan AB	South Korea	OSN	\$ 1.080	Ramstein AB	Germany	RMS	
Rota NAS	Spain	RTA	\$ 1.956	Travis AFB	USA	SUU	\$ 2.580	Aviano AB	Italy	AVB	\$ 2.002
Signonella NAS	Italy	SIZ	\$ 1.956	Kuwait City	Kuwait	KWI		Cairo East	Egypt	CAI	\$ 2.002
Charleston AFB	USA	CHS		Dover AFB	USA	DOV	\$ 3.206	Dover AFB	USA	DOV	\$ 1.699
Soto Cano AB	Honduras	PLA	\$ 1.723	McGuire AFB	USA	WRI	\$ 3.206	Kuwait City	Kuwait	KWI	\$ 1.935
Diego Garcia NSF	BIOT	NKW		Kwajalein	Marshall Is.	KWA		McGuire AFB	USA	WRI	\$ 1.699
Yokota AB	Japan	OKO	\$ 2.884	Hickam AFB	USA	HIK	\$ 5.058	Rota NAS	Spain	RTA	
Djibouti	Djibouti	JIB		Travis AFB	USA	SUU	\$ 5.534	Bahrain	Bahrain	BAH	\$ 0.972
Bahrain	Bahrain	BAH	\$ 1.519	McGuire AFB	USA	WRI		Naples	Italy	NAP	\$ 2.220
Norfolk NAS	USA	NGU	\$ 2.948	Incirilik AB (Adana)	Turkey	ADA	\$ 2.885	Norfolk NAS	USA	NGU	\$ 2.481
Dover AFB	USA	DOV		Aviano AB	Italy	AVB	\$ 2.885	Signonella NAS	Italy	SIZ	\$ 2.220
Kuwait City	Kuwait	KWI	\$ 2.836	Kuwait City	Kuwait	KWI	\$ 2.836	Signonella NAS	Italy	SIZ	
Mildenhall RAF	United Kingdom	MHZ	\$ 1.720	Mildenhall RAF	United Kingdom	MHZ	\$ 1.720	Bahrain	Bahrain	BAH	\$ 0.972
Guantanamo Bay NS	Cuba	NBW		Ramstein AB	Germany	RMS	\$ 2.134	Souda Bay NSA	Greece	CHQ	\$ 2.528
Norfolk NAS	USA	NGU	\$ 1.679	Mildenhall RAF	United Kingdom	MHZ		Norfolk NAS	USA	NGU	\$ 2.481
				Ramstein AB	Germany	RMS	\$ 1.524	Rota NAS	Spain	RTA	\$ 2.220
				McGuire AFB	USA	WRI	\$ 1.672	Thule AB	Greenland	THU	
				Naples	Italy	NAP		McGuire AFB	USA	WRI	\$ 1.498
				Norfolk NAS	USA	NGU	\$ 2.481	Thumrait	Oman	TTH	
				Rota NAS	Spain	RTA	\$ 2.220	Dover AFB	USA	DOV	\$ 3.206
								Ramstein AB	Germany	RMS	\$ 2.160
								McGuire AFB	USA	WRI	\$ 3.206

Note: TP4 rates subject to the availability allocation of space.

EFFECTIVE: 1 Oct 20

FY21 TP-4 Tariffs (One-Way Rates Are Listed Below)

From	Country	APC	TP4 \$/ CU-FT	From	Country	APC	TP4 \$/ CU-FT	From	Country	APC	TP4 \$/ CU-FT
Travis AFB	USA	SUU									
Alice Springs RAAF	Australia	ASP	\$ 4.016								
Kadena AB	Japan	DNA	\$ 1.889								
Hickam AFB	USA	HIK	\$ 2.656								
Iwakuni MCAS	Japan	IWA	\$ 1.932								
Gunsan AB	South Korea	KUZ	\$ 1.760								
Kwajalein	Marshall Is.	KWA	\$ 5.255								
Misawa AB	Japan	MSJ	\$ 1.932								
Diego Garcia NSF	BIOT	NKW	\$ 5.010								
Yokota AB	Japan	OKO	\$ 1.932								
Osan AB	South Korea	OSN	\$ 1.760								
Paya Lebar (RSAF)	Singapore	QPG	\$ 2.128								
RAAF Richmond	Australia	RCM	\$ 4.016								
Andersen AFB	Guam	UAM	\$ 2.764								
Yokota AB	Japan	OKO									
Kadena AB	Japan	DNA	\$ 1.479								
Hickam AFB	USA	HIK	\$ 3.867								
Gunsan AB	South Korea	KUZ	\$ 0.764								
Diego Garcia NSF	BIOT	NKW	\$ 2.884								
Osan AB	South Korea	OSN	\$ 0.764								
Paya Lebar (RSAF)	Singapore	QPG	\$ 1.014								
Travis AFB	USA	SUU	\$ 1.757								
Andersen AFB	Guam	UAM	\$ 2.823								

Note: TP4 rates subject to the availability allocation of space.