



Air Mobility Command

FY 2022

Non-U.S. Government Channel Passenger and Cargo Airlift Customer Billing Rates and Guidance for the Transportation Working Capital Fund

NON-U.S. GOVERNMENT CHANNEL AIRFLIFT RATES FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)

PASSENGER AND CARGO CHANNEL RATES EFFECTIVE: 1 Oct 21 through 30 Sep 22 (FY22)

The Non-U.S. Government rate applies to all customers not identified in the Department of Defense (DOD), Non-DOD U.S. Government, and Foreign Military Sales (FMS) Guidance (e.g., Contractors and foreign contractors/governments (all customers must be in accordance with existing DOD directives listed below). Questions regarding which rate applies can be directed to HQ USTRANSCOM J8-AB at Commercial (618) 229-5754 or DSN 779-5754.

10 U.S.C. § 2642 authorizes the SECDEF to approve the use of DOD TWCF rates to DOD contractors transporting goods or supplies for DOD, when the provision of such services promotes the improved use of transportation capacity without any negative effect on national security objectives or the national security interests contained within the U.S. commercial transportation industry. Your agency's request for DOD transportation services must promote the improved use of the Defense Transportation System (DTS) transportation capacity by increasing the utilization of military or commercial 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-US Government cargos currently moving through Non-DOD means. The template for this form can be found at https://www.ustranscom.mil/dbw/rates.cfm.

- 1. The Non-U.S. Government rates contained in this document are for informational purposes and will be used only if transportation is authorized in accordance with existing DOD directives. Pertinent basic reference sources to which the tariffs apply are:
 - a. DODI 4515.13, Air Transportation Eligibility.
 - b. DOD FMR 7000.14, Volume 11A, Chapter 4, User Fees.
 - c. DOD 4500.9R, Defense Transportation Regulation (DTR).
 - d. DOD FMR 7000.14, Volume 15, Security Cooperation Policy.

These rates cover all activities of the DOD providing aircraft that transport authorized traffic. They apply to commercial enterprises, nonfederal agencies, individuals, foreign governments and international operations.

- 2. Instructions for use of Non-U.S. Government Channel Passenger Rate Table:
- a. **Channel Passenger Rates**. To obtain passenger rates, consult the attached alphabetized listing of stations with their respective tariffs (ATCH 1: Non-U.S. Government Tariffs). The rates table reflects the tariff for one direction, but the outbound and inbound rates are identical. Computation of rates for Non-US Government Passengers, which may be offered, but not included in rate tables: obtain the nautical mileage between points where transportation is to be furnished, multiply the mileage by \$0.414092, and round to the nearest whole dollar.
 - b. Minimum Passenger Tariff. All passenger movement will have a minimum charge of \$50.
- 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		\$1,000
	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 the 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 AFI24-605 V2 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 Rates**. Reference DOD 4500.9-R and DODI 4515.13 Section 10.3. For movement of pets (cats and dogs only) within authorized areas on AMC military or Patriot Express flights use the Pet Rate Table listed below. 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 /ALDRC, DSN 779-7405, and Commercial 618-229-7405.

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

- 3. Instructions for use of Non-U.S. Government Channel Cargo Rate Table:
- a. **Channel Cargo Rates.** To obtain cargo rates, consult the attached zone to zone table (ATCH 2: Non-US Government 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 \$1.697 (0-439 lbs shipment), \$1.528 (440-1099 lbs), \$1.363 (1100-2199 lbs), \$1.192 (2200-3599 lbs), and \$1.052 (3600+ lbs).
- b. **Actual Weight vs. Dimensional Weight.** The cargo billing process factors in weight and volume of the shipment to determine customer cost. The billing rate per pound is dependent on the actual weight of the shipment in pounds. 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 rate per pound is multiplied by the chargeable weight to determine the cost of the shipment. Chargeable weight is the greater of the actual weight or the dimensional weight of the cargo. To calculate dimensional weight, start by multiplying the length x width x height of the cargo in inches to determine the cubic inches (in³). Next, divide the cubic inches by 1,728 to determine the cubic feet (ft³). (1ft³ = 12 in x12 in x12 in = 1,728 in³). Next, round the cubic feet to the nearest whole number. Finally, multiply the rounded cubic feet by cube density of 10 pounds per cubic foot to determine dimensional weight. For example: 400 lb package has a dimensional weight of 720 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. All charges will be rounded to the nearest whole dollar. Rounding to the nearest whole dollar doesn't apply to split shipments.

Channel Example:

Box of parts has an actual weight of 400 lbs

Dimensions of box = $50 \text{ in } x 50 \text{ in } x 50 \text{ in} = 125,000 \text{ in}^3$

Hypothetical Weight Break Rate for items 1-439 lbs = \$3.02/lb

Dimensional weight = $\frac{125,000 \text{ in}^3}{1,728 \text{ in}^3/\text{ft}^3}$ = 72.3 ft³ \rightarrow 72 ft³ (round to nearest whole number) x 10 lbs/ft³ = 720 lbs

400 lb Actual Weight Break Rate x Greater of: Actual Weight or Dimensional Weight = \$3.02/lb x 720 lbs = \$2,174

- c. Minimum Cargo Tariff. All cargo shipments will have a minimum line item charge of \$25.00.
- 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 (ft³) for all details of the split shipment. If the volume times 10 is greater than the total weight, then this dimensional weight 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 (1,025) x 10 is greater than the weight. Weight added together equals the 5th weight break. 10,250 x \$3.576 = \$36,654

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

- e. Transportation Priority (TP)-4 Cargo. Non-U.S. Government customers are not eligible to ship cargo TP-4.
- 4. 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). (SAAMs JCS Exercises and Contingencies Rate Guidance, 2.a.(5)). 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):

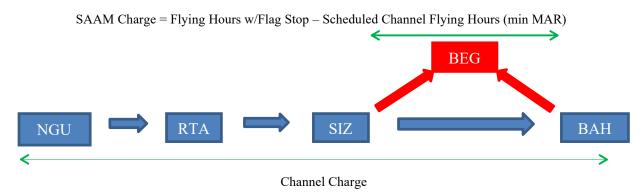


b. **Flag Stops.** Flag stops are customer requests to move small cargo volumes with on/offload movement requirements at/to an additional location (OCONUS only) in close proximity along a scheduled channel route without causing disruption to the channel system. Flag stop requirements are channel requirements 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. (*SAAMs JCS Exercises and Contingencies Rate Guidance*, 2.a.(5)). POC for flag stop request submissions is TCJ3-S, DSN 312-770-7452.

Notional Example:

Established Channel Route: NGU-RTA-SIZ-BAH

Flag Stop Request for Serbia (BEG):



- 5. Aeromedical Evacuation (AE) furnished to Non-U.S. Government patients within overseas areas and between overseas and the 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 patient cannot move on their own accord and is required to lie down during a portion or all of the travel), 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. **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 is not available there, the default number used for billing is two. 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 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/Directorates/ALD/aldrd.cshtml, or by contacting 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.

6. United States Government Transportation Tax--Passenger and Cargo. For the purpose of application of this tax, the term "United States" will mean any of the fifty states.

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).

7. Rates may be obtained by request to HQ USTRANSCOM/J8-BT at DSN 779-5074/5009, commercial (618) 229-5074/5009, or e-mail to transcom.scott.tcj8.mbx.rates@mail.mil. Per DTR, Part I, Chapter 102, the USTRANSCOM TCJ8-BC Operational Cost Support (OCS) cell will provide validated transportation cost estimates for passengers and cargo. 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: Non-U.S. Government Channel Passenger Tariffs

FY22 Non-U.S. Government Channel Passenger Tariffs

To/From Station	Country	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)	To/From Station Co	ountry	APC	Rate (\$)	To/From Station	Country	APC	Rate (\$)
BAHRAIN	BAHRAIN	BAH	(4)	ADANA INCIRLIK	TURKEY	ADA	11111 (4)		ALY	NAP	11212 (4)	ROTA NAS	SPAIN	RTA	(4)
AL UDEID AB	QATAR	IUD	\$716	KUWAIT CITY	KUWAIT	KWI	\$936		IEGO GARCIA	NKW	\$1,783	DJIBOUTI	DJIBOUTI	JIB	\$1,880
BALTIMORE-WASHINGTON DC	USA	BWI	\$567	KOWAII CII I	KUWAII	KVVI	\$936		REECE	CHQ	\$671	RAMSTEIN AB	GERMANY	RMS	\$680
DIEGO GARCIA BIOT IO	DIEGO GARCIA	NKW	\$983	CHARLESTON AFB SC	USA	CHS		ROTA NAS SF	PAIN	RTA	\$627	SIGONELLA	ITALY	SIZ	\$639
DJIBOUTI	DJIBOUTI	JIB	\$1,318	GUANTANAMO BAY	CUBA	NBW	\$339					SOUDA BAY MIL	GREECE	CHQ	\$979
KUWAIT CITY	KUWAIT	KWI	\$653	SOTO CANO AB	HONDURAS	PLA	\$523		<u>SA</u>	NGU					
NAPLES	ITALY	NAP	\$1,352					DIEGO GARCIA BIOT IO DI	IEGO GARCIA	NKW	\$3,452	SEATTLE-TACOMA WA	USA	SEA	
NORFOLK NAS	USA	NGU	\$1,079	<u>DJIBOUTI</u>	DJIBOUTI	<u>JIB</u>		DJIBOUTI D.	JIBOUTI	JIB	\$1,959	ANDERSEN AFB	GUAM	UAM	\$2,117
ROTA NAS	SPAIN	RTA	\$1,552	SPANGDAHLEM AB	GERMANY	SPM	\$1,610	GUANTANAMO BAY CU	UBA	NBW	\$422	IWAKUNI	JAPAN	IWA	\$1,915
SIGONELLA	ITALY	SIZ	\$1,376					KUWAIT CITY KU	UWAIT	KWI	\$1,258	KADENA AB	JAPAN	DNA	\$1,303
SOUDA BAY	GREECE	CHQ	\$1,017	GUANTANAMO BAY NS	CUBA	NBW		NAPLES IT.	ALY	NAP	\$716	MISAWA AB	JAPAN	MSJ	\$1,511
				KINGSTON-NORMAN MANLEY	JAMAICA	KIN	\$61	RAMSTEIN AB GI	ERMANY	RMS	\$423	OSAN AB	SOUTH KOREA	OSN	\$599
BALTIMORE-WASHINGTON DC	USA	BWI						ROTA NAS SF	PAIN	RTA	\$1,288	YOKOTA AB	JAPAN	око	\$472
ADANA INCIRLIK	TURKEY	ADA	\$1,008	HICKAM AFB HI	USA	<u>HIK</u>		SIGONELLA	ALY	SIZ	\$2,690				
AL UDEID AB	QATAR	IUD	\$1,087	ANDERSEN AFB	GUAM	UAM	\$1,659	SOUDA BAY MIL GI	REECE	CHQ	\$1,221	SIGONELLA	ITALY	SIZ	
AVIANO AB	ITALY	AVB	\$357	KADENA AB	JAPAN	DNA	\$1,144					DJIBOUTI	DJIBOUTI	JIB	\$1,717
DIEGO GARCIA BIOT IO	DIEGO GARCIA	NKW	\$3,408	KWAJALEIN MH	MARSHALL IS	KWA	\$1,385	PATRICK AFB FL US	SA	COF					
DJIBOUTI	DJIBOUTI	JIB	\$2,696	PAYA LEBAR (RSAF)	SINGAPORE	QPG	\$1,193		SCENSION IS	ASI	\$1,824	TRAVIS AFB CA	USA	SUU	
KUWAIT CITY	KUWAIT	KWI	\$801	WAKE ISLAND AAF	US MINOR OUTLYING		\$828	ACCENCIONIC	COLINGION IC	Aoi	\$1,024	HICKAM AFB HI	USA	HIK	\$370
NAPLES	ITALY	NAP	\$691	YOKOTA AB	JAPAN	око	\$544	DAVA LEDAD (DOAE)	INO A DODE	ono		ALICE SPRINGS RAAF	AUSTRALIA	ASP	\$3,109
RAMSTEIN AB	GERMANY	RMS		YOKOTA AB	JAPAN	UKU	\$544		INGAPORE	QPG NKW	6040	ALICE SPRINGS RAAF	AUSTRALIA	ASP	\$3,109
			\$1,206					DIEGO GARCIA BIOT IO DI	IEGO GARCIA	NKW	\$812				\vdash
ROTA NAS	SPAIN	RTA	\$1,242	JACKSONVILLE NAS FL	USA	NIP						YOKOTA AB	JAPAN	<u> </u>	_
SIGONELLA	ITALY	SIZ	\$2,159	GUANTANAMO BAY	CUBA	NBW	\$294		ERMANY	RMS		DIEGO GARCIA BIOT IO	DIEGO GARCIA	NKW	
SOUDA BAY MIL	GREECE	CHQ	\$1,073						HANA	ACC	\$1,280	IWAKUNI	JAPAN	IWA	\$396
SPANGDAHLEM AB	GERMANY	SPM	\$1,206	KADENA AB	JAPAN	DNA			URKEY	ADA	\$732	KADENA AB	JAPAN	DNA	\$437
THULE AB	GREENLAND	THU	\$934	ANDERSEN AFB	GUAM	UAM	\$561	AL UDEID AB Q/	ATAR	IUD	\$1,020	MISAWA AB	JAPAN	MSJ	\$323
				DIEGO GARCIA BIOT IO	DIEGO GARCIA	NKW	\$1,574	AGADEZ NI	IGER	AJY	\$806	OSAN AB	SOUTH KOREA	OSN	\$366
DOVER AFB DE	USA	DOV		IWAKUNI	JAPAN	IWA	\$426	ANDREWS AFB US	SA	ADW	\$1,206	PAYA LEBAR (RSAF)	SINGAPORE	QPG	\$1,088
AL UDEID AB	QATAR	IUD	\$1,087	OSAN AB	SOUTH KOREA	OSN	\$560	AVIANO AB IT.	ALY	AVB	\$647				<u> </u>
BAGRAM	AFGHANISTAN	OA1	\$1,771					BAGRAM AF	FGHANISTAN	OA1	\$1,229				
KUWAIT CITY	KUWAIT	KWI	\$801	KUWAIT CITY	KUWAIT	KWI		CAIRO EAST EG	GYPT	CAI	\$725				
RAMSTEIN AB	GERMANY	RMS	\$1,206	AL UDEID AB	QATAR	IUD	\$804	DJIBOUTI	JIBOUTI	JIB	\$1,610				
SPANGDAHLEM AB	GERMANY	SPM	\$1,206					INCIRLIK AB TU	URKEY	ADA	\$732				
				MCGUIRE AFB NJ	USA	WRI		MILDENHALL RAF UI	NITED KINGDOM	MHZ	\$710				
ELMENDORF AFB	USA	EDF		KUWAIT CITY	KUWAIT	KWI	\$570		UWAIT	KWI	\$1,110				
CAPE LISBURNE AK	USA	LUR	\$652	MILDENHALL RAF	UNITED KINGDOM	MHZ	\$412		IGER	NIM	\$1,353				
CAPE ROMANZOF AK	USA	CZF	\$585	RAMSTEIN AB	GERMANY	RMS	\$834		UNISIA	OIZ	\$433				
EARECKSON AS AK	USA	SYA	\$1,952	SIGONELLA	ITALY	SIZ	\$1,926		ALY	SIZ	\$668				
EIELSON AFB AK	USA	EIL	\$1,952	THULE AB	GREENLAND	THU	\$1,926	SIGONELLA	ALT	SIZ	\$000				
				THULE AB	GREENLAND	Inu	\$911								
INDIAN MOUNTAIN AFS AK	USA	UTO	\$572												+
CAPE NEWENHAM AK	USA	EHM	\$548	MISAWA AB	JAPAN	MSJ									+
YOKOTA AB	JAPAN	ОКО	\$1,046	OSAN AB	SOUTH KOREA	OSN	\$697								+
SPARREVOHN AK	USA	SVW	\$70			-				-					
TATALINA AK	USA	TLJ	\$416			1									
TIN CITY AK	USA	TNC	\$709							-					
HICKAM AFB HI	USA	HIK	\$714												

ATCH 2: Non-U.S. Government Channel Cargo Tariffs

FY22 Non-U.S. Government Channel Cargo Tariffs

			Non-U.S.		ment Chai		o Tariffs				Non-U.S	6. Governi (Dolla	ment Cha ars Per Po		o Tariffs				Non-U.S	6. Governi (Doll	nent Cha ars Per P		o Tariffs
POE F	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	1.591	1.433	1.278	1.118	0.986	4	2	4-2	3.897	3.509	3.130	2.738	2.416	7	2	7-2	-	-	-	-	-
1	3	1-3	1.262	1.136	1.014	0.887	0.782	4	3	4-3	-	-	-	-	-	7	3	7-3	-	-	-	-	-
1	4	1-4	2.737	2.464	2.198	1.923	1.697	4	4	4-4	4.153	3.739	3.336	2.917	2.575	7	4	7-4	-	-	-	-	-
1	5	1-5	3.890	3.503	3.125	2.733	2.412	4	5	4-5	-	-	-	- 0.440		7	5	7-5	- 4 505	- 4 400	-	- 4 400	-
1	6 7	1-6 1-7	1.697 3.121	1.528 2.811	1.363 2.507	1.192	1.052	4	6 7	4-6 4-7	4.482	4.036	3.600	3.149	2.779	7	6 7	7-6 7-7	1.595	1.436	1.281	1.120	0.989
1	8	1-7	6.681	6.016	5.367	2.193 4.694	1.935 4.143	4	8	4-7		-		-	-	7	8	7-7		-	-		-
1	9	1-9	2.079	1.872	1.670	1.461	1.289	4	9	4-9	5.504	4.956	4.421	3.867	3.413	7	9	7-9	1.949	1.755	1.566	1.369	1.208
1	10	1-10	3.228	2.907	2.593	2.268	2.002	4	10	4-10	6.288	5.662	5.051	4.418	3.899	7	10	7-10	-	-	-	-	-
1	11	1-11	3.503	3.155	2.814	2.461	2.172	4	11	4-11	-	-	-	-	-	7	11	7-11	-	-	-	-	-
1	12	1-12	5.437	4.896	4.367	3.820	3.371	4	12	4-12	-	-	-	-	-	7	12	7-12	-	-	-	-	-
1	13	1-13	2.129	1.917	1.710	1.496	1.320	4	13	4-13	6.041	5.440	4.853	4.244	3.745	7	13	7-13	-	-	-	-	-
1	14	1-14	4.134	3.722	3.320	2.904	2.563	4	14	4-14	-	-	-	-	-	7	14	7-14	-	-	-	-	-
1	15 16	1-15 1-16	4.088 1.693	3.681 1.525	3.284 1.360	2.872	2.535 1.050	4	15 16	4-15 4-16	5.654	5.091	4.542	3.972	3.506	7	15 16	7-15 7-16	-	-	-	-	-
1	17	1-16	3.423	3.082	2.749	1.189 2.405	2.122	4	17	4-16	5.054	5.091	4.800	4.198	3.705	7	17	7-16	5.113	4.604	4.107	3.592	3.170
1	18	1-18	5.454	4.911	4.381	3.832	3.381	4	18	4-18	8.285	7.460	6.655	5.821	5.137	7	18	7-17	6.579	5.925	5.285	4.622	4.079
2	1	2-1	1.591	1.433	1.278	1.118	0.986	5	1	5-1	3.890	3.503	3.125	2.733	2.412	8	1	8-1	6.681	6.016	5.367	4.694	4.143
2	2	2-2	2.177	1.960	1.749	1.530	1.350	5	2	5-2	4.765	4.291	3.828	3.348	2.954	8	2	8-2	-	-	-	-	-
2	3	2-3	1.776	1.599	1.427	1.248	1.101	5	3	5-3	-	-	-	-	-	8	3	8-3	-	-	-	-	-
2	4	2-4	3.897	3.509	3.130	2.738	2.416	5	4	5-4	-	-	-	-	-	8	4	8-4	-	-	-	-	-
2	5	2-5	4.765	4.291	3.828	3.348	2.954	5	5	5-5	-	-	-	-	-	8	5	8-5	-	-	-		-
2	6	2-6	1.634	1.471	1.312	1.148	1.013	5	6	5-6	2.402	2.163	1.929	1.687	1.489	8	6	8-6	2.505	2.256	2.012	1.760	1.553
2	7 8	2-7 2-8	-	-	-	-	-	5 5	7 8	5-7 5-8	-	-	-	-	-	8	7 8	8-7 8-8	-	-	-	-	-
2	9	2-8	2.279	2.052	1.831	1.601	1.413	5	9	5-8	5.283	4.758	4.244	3.712	3.276	8	9	8-9		-	-	-	-
2	10	2-10	3.115	2.805	2.502	2.189	1.931	5	10	5-10	5.839	5.258	4.690	4.103	3.620	8	10	8-10	_	_	_	_	-
	11	2-11	3.616	3.256	2.904	2.540	2.242	5	11	5-11	-	-	-	-	-	8	11	8-11	-	-	-	-	-
2	12	2-12	5.641	5.080	4.532	3.964	3.498	5	12	5-12	5.551	4.998	4.459	3.900	3.441	8	12	8-12	-	-	-	-	-
2	13	2-13	2.509	2.259	2.015	1.763	1.555	5	13	5-13	5.887	5.301	4.729	4.136	3.650	8	13	8-13	-	-	-	-	-
2	14	2-14	7.227	6.508	5.805	5.078	4.481	5	14	5-14	-	-	-	-	-	8	14	8-14	-	-	-	-	-
	15	2-15	2.863	2.578	2.300	2.011	1.775	5	15	5-15			-	-	-	8	15	8-15	-	-	-	-	-
2	16 17	2-16 2-17	2.059	1.854 5.279	1.654 4.709	1.446	1.276 3.634	5 5	16	5-16	5.742 6.389	5.171 5.753	4.613 5.132	4.034 4.489	3.560 3.961	8	16 17	8-16	-	-	-	-	-
2	18	2-17	5.862 4.079	3.673	3.277	4.119 2.866	2.529	5	17 18	5-17 5-18	0.309	5.755	5.132	4.409	3.901	8	18	8-17 8-18	7.201	6.484	5.784	5.059	4.465
3	1	3-1	1.262	1.136	1.014	0.887	0.782	6	1	6-1	1.697	1.528	1.363	1.192	1.052	9	1	9-1	2.079	1.872	1.670	1.461	1.289
3	2	3-2	1.776	1.599	1.427	1.248	1.101	6	2	6-2	1.634	1.471	1.312	1.148	1.013	9	2	9-2	2.279	2.052	1.831	1.601	1.413
3	3	3-3	2.042	1.839	1.640	1.435	1.266	6	3	6-3	1.298	1.169	1.043	0.912	0.805	9	3	9-3	2.536	2.284	2.037	1.782	1.573
3	4	3-4	-	-	-	-	-	6	4	6-4	4.482	4.036	3.600	3.149	2.779	9	4	9-4	5.504	4.956	4.421	3.867	3.413
3	5	3-5	-	-	-	-	-	6	5	6-5	2.402	2.163	1.929	1.687	1.489	9	5	9-5	5.283	4.758	4.244	3.712	3.276
3	6	3-6	1.298	1.169	1.043	0.912	0.805	6	6	6-6	1.262	1.136	1.014	0.887	0.782	9	6	9-6	3.289	2.962	2.642	2.311	2.039
3	7	3-7	-	-	-	-	-	6	7	6-7	1.595	1.436	1.281	1.120	0.989	9	7	9-7	1.949	1.755	1.566	1.369	1.208
3	8 9	3-8 3-9	2.536	2.284	2.037	1.782	1.573	6	8 9	6-8 6-9	2.505 3.289	2.256 2.962	2.012 2.642	1.760 2.311	1.553 2.039	9	8 9	9-8 9-9	4.524	4.074	3.634	3.179	2.805
3	10	3-10	6.249	5.627	5.020	4.390	3.874	6	10	6-10	2.892	2.962	2.042	2.032	1.793	9	10	9-10	3.408	3.068	2.737	2.394	2.805
3	11	3-10	- 0.243	- 5.021	5.020	4.390		6	11	6-11	4.116	3.706	3.306	2.892	2.552	9	11	9-11	5.336	4.805	4.286	3.749	3.309
3	12	3-12	6.028	5.428	4.842	4.235	3.738	6	12	6-12	4.909	4.420	3.943	3.449	3.044	9	12	9-12	4.251	3.828	3.415	2.987	2.636
3	13	3-13	5.718	5.149	4.593	4.018	3.545	6	13	6-13	4.929	4.439	3.959	3.463	3.056	9	13	9-13	3.473	3.127	2.790	2.440	2.153
3	14	3-14	-	-	-	-	-	6	14	6-14	4.932	4.441	3.961	3.465	3.058	9	14	9-14	6.674	6.010	5.361	4.689	4.138
3	15	3-15	-	-	-	-	-	6	15	6-15	3.762	3.387	3.022	2.643	2.332	9	15	9-15	4.398	3.961	3.533	3.090	2.727
3	16	3-16	6.105	5.498	4.904	4.289	3.785	6	16	6-16	3.795	3.417	3.048	2.666	2.353	9	16	9-16	2.582	2.325	2.074	1.814	1.601
3	17	3-17	6.069	5.465	4.875	4.264	3.763	6	17	6-17	2.752	2.478	2.211	1.933	1.706	9	17	9-17	4.719	4.249	3.790	3.315	2.926
3	18	3-18		-		-	-	6	18	6-18	4.227	3.806	3.395	2.970	2.621	9	18	9-18	5.266	4.742	4.230	3.700	3.265
4	1	4-1	2.737	2.464	2.198	1.923	1.697	7	1	7-1	3.121	2.811	2.507	2.193	1.935	10	1	10-1	3.228	2.907	2.593	2.268	2.002

FY22 Non-U.S. Government Channel Cargo Tariffs

			Non-U.S		ment Char ars Per Po		o Tariffs				Non-U.S		ment Char ars Per Po	_	o Tariffs				Non-U.S		nent Cha	nnel Carg	o Tariffs
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	3.115	2.805	2.502	2.189	1.931	13	2	13-2	2.509	2.259	2.015	1.763	1.555	16	2	16-2	2.059	1.854	1.654	1.446	1.276
10	3	10-2	6.249	5.627	5.020	4.390	3.874	13	3	13-2	5.718	5.149	4.593	4.018	3.545	16	3	16-3	6.105	5.498	4.904	4.289	3.785
10	4	10-4	6.288	5.662	5.051	4.418	3.899	13	4	13-4	6.041	5.440	4.853	4.244	3.745	16	4	16-4	5.654	5.091	4.542	3.972	3.506
10	5	10-5	5.839	5.258	4.690	4.103	3.620	13	5	13-5	5.887	5.301	4.729	4.136	3.650	16	5	16-5	5.742	5.171	4.613	4.034	3.560
10	6	10-6	2.892	2.604	2.323	2.032	1.793	13	6	13-6	4.929	4.439	3.959	3.463	3.056	16	6	16-6	3.795	3.417	3.048	2.666	2.353
10	7	10-7	-	-	-	-	-	13	7	13-7	-	-	-	-	-	16	7	16-7	-	-	-	-	-
10	8	10-8	-	-	-	-	-	13	8	13-8	-	-	-	-	-	16	8	16-8	-	-	-	-	-
10	9	10-9	3.408	3.068	2.737	2.394	2.113	13	9	13-9	3.473	3.127	2.790	2.440	2.153	16	9	16-9	2.582	2.325	2.074	1.814	1.601
10	10	10-10	2.791	2.513	2.242	1.961	1.730	13	10	13-10	1.573	1.417	1.264	1.105	0.975	16	10	16-10	3.090	2.782	2.482	2.171	1.916
10	11	10-11	-	-	-	-	-	13	11	13-11	2.945	2.652	2.365	2.069	1.826	16	11	16-11	-	-	-	-	-
10	12	10-12	5.161	4.647	4.146	3.626	3.200	13	12	13-12	5.398	4.861	4.336	3.793	3.347	16	12	16-12	5.558	5.005	4.465	3.905	3.446
10	13	10-13	1.573	1.417	1.264	1.105	0.975	13	13	13-13	1.262	1.136	1.014	0.887	0.782	16	13	16-13	3.062	2.757	2.460	2.151	1.899
10	14	10-14	5.254	4.731	4.221	3.692	3.258	13	14	13-14	4.779	4.303	3.839	3.358	2.963	16	14	16-14	5.161	4.647	4.146	3.626	3.200
10	15	10-15	2.294	2.066	1.843	1.612 2.171	1.423	13 13	15	13-15	3.768	3.393	3.027	2.647	2.336	16	15	16-15	4.132	3.721	3.319	2.903	2.562 2.174
10	16 17	10-16 10-17	3.090 4.425	2.782 3.984	2.482 3.554	3.109	1.916 2.743	13	16 17	13-16 13-17	3.062 6.690	2.757 6.024	2.460 5.374	2.151 4.700	1.899 4.148	16 16	16 17	16-16 16-17	3.507 2.505	3.158 2.256	2.817	2.464 1.760	1.553
10	18	10-17	5.398	4.861	4.336	3.793	3.347	13	18	13-17	6.553	5.901	5.264	4.604	4.063	16	18	16-18	4.414	3.974	3.545	3.101	2.736
11	1	11-1	3.503	3.155	2.814	2.461	2.172	14	1	14-1	4.134	3.722	3.320	2.904	2.563	17	1	17-1	3.423	3.082	2.749	2.405	2.122
11	2	11-2	3.616	3.256	2.904	2.540	2.242	14	2	14-2	7.227	6.508	5.805	5.078	4.481	17	2	17-2	5.862	5.279	4.709	4.119	3.634
11	3	11-3	-	-	-			14	3	14-3	-	-	-	-	-	17	3	17-3	6.069	5.465	4.875	4.264	3.763
11	4	11-4	-	-	-	-	-	14	4	14-4	-	-	-	-	-	17	4	17-4	5.975	5.381	4.800	4.198	3.705
11	5	11-5	-	-	-	-	-	14	5	14-5	-	-	-	-	-	17	5	17-5	6.389	5.753	5.132	4.489	3.961
11	6	11-6	4.116	3.706	3.306	2.892	2.552	14	6	14-6	4.932	4.441	3.961	3.465	3.058	17	6	17-6	2.752	2.478	2.211	1.933	1.706
11	7	11-7	-	-	-	-	-	14	7	14-7	-	-	-	-	-	17	7	17-7	5.113	4.604	4.107	3.592	3.170
11	8	11-8	-	-	-	-	-	14	8	14-8	-	-	-	-	-	17	8	17-8	-	-	-	-	-
11	9	11-9	5.336	4.805	4.286	3.749	3.309	14	9	14-9	6.674	6.010	5.361	4.689	4.138	17	9	17-9	4.719	4.249	3.790	3.315	2.926
11	10	11-10	-	-	-	-	-	14	10	14-10	5.254	4.731	4.221	3.692	3.258	17	10	17-10	4.425	3.984	3.554	3.109	2.743
11	11	11-11	-	-	-	-	-	14	11	14-11	5.537	4.986	4.447	3.890	3.433	17	11	17-11	5.349	4.817	4.297	3.758	3.316
11	12	11-12	-	-	-	-	-	14	12	14-12	5.973	5.378	4.798	4.196	3.703	17	12	17-12	8.231	7.412	6.611	5.783	5.103
11	13	11-13	2.945	2.652	2.365	2.069	1.826	14	13	14-13	4.779	4.303	3.839	3.358	2.963	17	13	17-13	6.690	6.024	5.374	4.700	4.148
11	14	11-14	5.537	4.986	4.447	3.890	3.433	14	14	14-14	7.060	6.357	5.671	4.960	4.377	17	14	17-14	6.163	5.550	4.951	4.330	3.821
11	15	11-15	-	-	-	-	-	14	15	14-15		-	-	-	-	17	15	17-15	-	-	-	-	-
11	16	11-16	- 5.040	- 4 047	4 007	- 0.750	- 0.040	14	16	14-16	5.161	4.647	4.146	3.626	3.200	17	16	17-16	2.505	2.256	2.012	1.760	1.553
11	17	11-17	5.349	4.817	4.297	3.758	3.316	14	17	14-17	6.163	5.550	4.951	4.330	3.821	17	17	17-17	1.962	1.766	1.576	1.378	1.216
11 12	18 1	11-18 12-1	6.089 5.437	5.483 4.896	4.891 4.367	4.278 3.820	3.775 3.371	14 15	18 1	14-18 15-1	6.644 4.088	5.982 3.681	5.337 3.284	4.668 2.872	4.119 2.535	17 18	18 1	17-18 18-1	2.836 5.454	2.554 4.911	2.278 4.381	1.993 3.832	1.759 3.381
12	2	12-1	5.641	5.080	4.532	3.964	3.498	15	2	15-1	2.863	2.578	2.300	2.012	1.775	18	2	18-2	4.079	3.673	3.277	2.866	2.529
12	3	12-2	6.028	5.428	4.842	4.235	3.738	15	3	15-2	-	-	2.500	2.011	1.773	18	3	18-3	4.073	3.073	5.211	2.000	2.525
12	4	12-4	-	-	- 1.012	-	-	15	4	15-4	_	-		_	_	18	4	18-4	8.285	7.460	6.655	5.821	5.137
12	5	12-5	5.551	4.998	4.459	3.900	3.441	15	5	15-5	_	_	-	_	_	18	5	18-5	-	-	-	-	-
12	6	12-6	4.909	4.420	3.943	3.449	3.044	15	6	15-6	3.762	3.387	3.022	2.643	2.332	18	6	18-6	4.227	3.806	3.395	2.970	2.621
12	7	12-7	-	-	-	-	-	15	7	15-7	-	-	-	-	-	18	7	18-7	6.579	5.925	5.285	4.622	4.079
12	8	12-8	-	-	-	-	-	15	8	15-8	-	-	-	-	-	18	8	18-8	7.201	6.484	5.784	5.059	4.465
12	9	12-9	4.251	3.828	3.415	2.987	2.636	15	9	15-9	4.398	3.961	3.533	3.090	2.727	18	9	18-9	5.266	4.742	4.230	3.700	3.265
12	10	12-10	5.161	4.647	4.146	3.626	3.200	15	10	15-10	2.294	2.066	1.843	1.612	1.423	18	10	18-10	5.398	4.861	4.336	3.793	3.347
12	11	12-11	-	-	-	-	-	15	11	15-11	-	-	-	-	-	18	11	18-11	6.089	5.483	4.891	4.278	3.775
12	12	12-12	5.907	5.319	4.745	4.150	3.663	15	12	15-12	5.554	5.002	4.462	3.902	3.444	18	12	18-12	7.061	6.358	5.672	4.961	4.378
12	13	12-13	5.398	4.861	4.336	3.793	3.347	15	13	15-13	3.768	3.393	3.027	2.647	2.336	18	13	18-13	6.553	5.901	5.264	4.604	4.063
12	14	12-14	5.973	5.378	4.798	4.196	3.703	15	14	15-14	-	-	-	-	-	18	14	18-14	6.644	5.982	5.337	4.668	4.119
12	15	12-15	5.554	5.002	4.462	3.902	3.444	15	15	15-15	4.192	3.774	3.367	2.945	2.599	18	15	18-15	-	-	-	-	
12	16	12-16	5.558	5.005	4.465	3.905	3.446	15	16	15-16	4.132	3.721	3.319	2.903	2.562	18	16	18-16	4.414	3.974	3.545	3.101	2.736
12	17	12-17	8.231	7.412	6.611	5.783	5.103	15	17	15-17	-	-	-	-	-	18	17	18-17	2.836	2.554	2.278	1.993	1.759
12	18	12-18	7.061	6.358	5.672	4.961	4.378	15	18	15-18	4 600	4 505	4 200	4 400	1.050	18	18	18-18	1.262	1.136	1.014	0.887	0.782
13	1	13-1	2.129	1.917	1.710	1.496	1.320	16	1	16-1	1.693	1.525	1.360	1.189	1.050								

ATCH 3: Cargo Zone List and Map

Cargo Zone List

1 Dark Blue	4 Yellow	6 Lavender	7 Fuschia	10 Brown	11 Red	12 Orange	13 Tan
CONUS	Argentina	Andorra	Albania	Brunei	Bangladesh	Algeria	Japan
	Belize	Austria	Armenia	Christmas Is	Bhutan	Angola	
	Bolivia	Azores	Bosnia-Herzegovina	East Timor	Cambodia	Ascension	
2 Pale Blue	Brazil	Belgium	Bulgaria	Fiji	China	Bassa Da India	14 Robin Blue
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	Maldives	Burkina Faso	Tajikistan
3 Pale Green	Ecuador	Finland	Latvia	Indonesia	Mongolia	Burundi	Turkmenistan
Anguilla	El Salvador	France	Lithuania	Jarvis Is	Myanmar	Cameroon	Uzbekistan
Antigua	Falkland Is.	Germany	Macedonia	Johnston Is	N. Korea	Cape Verde	
Aruba	Fr. Guiana	Gibraltar	Moldova	Kingman Is	Nepal	Cent African Rep	
Bahamas	Guatemala	Greece	Montenegro	Kiribati	Pakistan	Chad	15 Purple
Barbados	Guyana	Ireland	Poland	Kwajalein Is	Sri Lanka	Cocos Is	Antarctica
Bermuda	Honduras	Isle of Man	Romania	Line Is	Taiwan	Comoros	Australia
Bonaire	Nicaragua	Italy	Serbia	Malaysia	Vietnam	Congo	Coral Sea Is
Canada	Panama	Jan Mayen Is	Slovak Republic	Marianas		Cook Is	McDonald Is
Cayman Is	Paraguay	Jersey Is	Slovenia	Marshall Is		Diego Garcia	New Caledonia
Cuba	Peru	Liechtenstein	Yugoslavia	Micronesia		Djibouti	New Zealand
Curacao	Suriname	Luxembourg		Midway Is		Equatorial Guinea	Norfolk Is
Dominica	Uruguay	Malta		Nauru		Eritrea	Vanuatu Is
Dominican Rep	Venezuela	Monaco	8 Teal	Niue Is		Ethiopia	
Grenada		Netherlands	Belarus	Palau		Europa Is	
Guadeloupe		Norway	Georgia	Palmyra Is		Gabon	16 Medium Blue
Haiti	5 Green	Portugal	Russia	Papua New Gen		Gambia	S. Korea
Jamaica	Greenland	San Marino	Ukraine	Paracel Is		Ghana	
Martinique	Iceland	Spain		Philippines		Guinea	
Mexico		Sweden		Pitcarin Is		Guinea Bissau	
Montserrat		Switzerland	9 Olive Green	Saipan		Ivory Coast	17 Burgandy
Navassa Is		United King	Bahrain	Singapore		Juan De Nova Is	Iraq
Neth Antilles		Vatican City	Cyprus	Solomon Is.		Kenya	Kuwait
Nevis			Egypt	Somoa		Lesotho	
Puerto Rico			Iran	Tahiti		Liberia	
Saba			Israel	Thailand		Libya	18 Pale Yellow
St Lucia			Jordan	Tokelau Is		Madagascar	Afghanistan
St Maarten			Lebanon	Tonga		Malawi	
St Pierre Is			Oman	Tuvalu		Mali	
St Vincent			Qatar	Wake Is		Mauritania	
Trinidad			Saudi Arabia	Wallis Is		Mauritius Is	
Turks & Caicos Is			Syria	W. Somoa		Morocco	
Virgin Islands			Turkey			Mozambique	
			United Arab Emirates			Namibia	
			Yemen			Niger	
						Nigeria	
						Reunion Is	
						Rwanda	
						St Helena Is	
						Sao Tome Is	
						Senegal	
						Seychelles	
						Sierra Leone	
						Somalia S. Africa	
						Sudan Swaziland	
						Tanzania	
						Togo Tromelin Is	
						Tunisia	
Notes If your 1-1-	1	myla aanaa =: :: 1				Uganda	
Note: If unable to d				Western Sahara			
• •			5074 or 779-5009 or e-mail	l to		Zaire Zaire	
TRANSCOM.Scott.	.tcj8.mbx.rates@	mail. mil.				Zarre	
						Zimbabwe	

Cargo Zone Map

