



Military Surface Deployment and Distribution Command

FY 2022

Port Handling Billing Rates

PORT HANDLING PROGRAM BILLING RATES AND GUIDANCE FOR THE TRANSPORTATION WORKING CAPITAL FUND (TWCF)

Port Handling Billing Rates

EFFECTIVE: 01 Oct 21 through 30 Sep 22 (FY22)

1. Purpose and Scope

This guide contains the FY22 TWCF billing rates tables and guidance for port handling services provided by 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 through military and commercial ocean terminal facilities under SDDC S&RTS contracts. SDDC uses S&RTS contracts to handle cargo for Military Sealift Command (MSC), SDDC Liner or other missions when cargo is moved under Free In (FI) and/or Free Out (FO) terms, meaning the United States Government has responsibility for loading (FI) and/or unloading (FO) the cargo.

- 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.

All Rates are per measurement ton (MTON). The total MTONs of a shipment equal the total cubic feet divided by 40 (1 MTON = 40 cubic feet).

Cost estimates can be obtained by e-mailing requirement information to: transcom.scott.tcj8.mbx.cost-estimates@mail.mil. Please provide as much information as possible to include origin, destination, dimensions, weight, and cargo description. If you have rates questions please send them to: transcom.scott.tcj8.mbx.rates@mail.mil. If you have a general transportation question, please call 1-800-526-1465. The rates website also provides useful information: <https://www.ustranscom.mil/dbw/rates.cfm>.

3. Port Handling Cargo Billing Rates

Table 1
Billing Rates per MTON for Export Shipments

		01	02	03	04	05	06	07
Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Caribbean	Europe	Pacific	Southwest Asia
20	Explosives	\$128.32	\$32.62	\$116.56		\$40.14	\$73.68	\$89.38
25	Containers - Explosives	\$128.32	\$32.62	\$116.56		\$40.14	\$73.68	\$89.38
35	Aircraft (Unboxed)	\$137.10	\$13.50	\$66.02		\$26.32	\$64.22	\$46.01
40	General Cargo	\$128.53	\$17.77	\$74.33		\$31.26	\$78.17	\$56.02
41	Wood Products (Unboxed)	\$128.53	\$17.77	\$74.33		\$31.26	\$78.17	\$56.02
43	Metal Products (Unboxed)	\$128.53	\$17.77	\$74.33		\$31.26	\$78.17	\$56.02
45	Containers - except Explosives	\$617.58	\$73.06	\$255.93		\$70.93	\$105.19	\$59.15
50	Refrigerated Cargo	\$617.58	\$73.06	\$255.93		\$70.93	\$105.19	\$59.15
60	Heavy Gov't Vehicles > 25,000 lbs	\$152.53	\$16.90	\$76.90		\$33.13	\$64.38	\$51.71
61	Gov't Vehicles ≤ 25,000 lbs	\$152.53	\$16.90	\$76.90		\$33.13	\$64.38	\$51.71

Table 2
Billing Rates per MTON for Import Shipments

		01	02	03	04	05	06	07
Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Caribbean	Europe	Pacific	Southwest Asia
20	Explosives	\$128.32	\$22.29	\$110.31		\$40.14	\$75.00	\$91.64
25	Containers - Explosives	\$128.32	\$22.29	\$110.31		\$40.14	\$75.00	\$91.64
35	Aircraft (Unboxed)	\$137.10	\$16.30	\$66.08		\$26.27	\$62.95	\$45.47
40	General Cargo	\$128.53	\$20.76	\$70.76		\$30.45	\$66.78	\$57.57
41	Wood Products (Unboxed)	\$128.53	\$20.76	\$70.76		\$30.45	\$66.78	\$57.57
43	Metal Products (Unboxed)	\$128.53	\$20.76	\$70.76		\$30.45	\$66.78	\$57.57
45	Containers - except Explosives	\$617.58	\$25.47	\$97.00		\$56.15	\$68.48	\$63.82
50	Refrigerated Cargo	\$617.58	\$25.47	\$97.00		\$56.15	\$68.48	\$63.82
60	Heavy Gov't Vehicles > 25,000 lbs	\$152.53	\$18.79	\$77.67		\$30.48	\$65.34	\$57.87
61	Gov't Vehicles ≤ 25,000 lbs	\$152.53	\$18.79	\$77.67		\$30.48	\$65.34	\$57.87

Table 3

Special Handling Charges per MTON – Export

Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Europe	Southwest Asia	Pacific	Caribbean
75	Unitization of General Cargo							
77	Packing Containers (all other cargo)	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	
79	Packing Containers (Vehicles)							
84	Packing Containers (POVs)							
86	Packing Containers (Explosives)	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	
87	Packing Containers (Refrig Cargo)							

**Table 4
Special Handling Charges per MTON – Import**

Code	Commodity Description	North Atlantic	South & Gulf	West Coast	Europe	Southwest Asia	Pacific	Caribbean
75	Unitization of General Cargo							
77	Packing Containers (all other cargo)	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	
79	Packing Containers (Vehicles)							
84	Packing Containers (POVs)							
86	Packing Containers (Explosives)	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	\$153.45	
87	Packing Containers (Refrig Cargo)							

If a rate is not available above, send an email to: transcom.scott.tcj8.mbx.rates@mail.mil

4. Geographic Rate Structure for Port Handling

Rates are established for the billing areas:

- a. **North Atlantic** - Port of Baltimore and North
- b. **South Atlantic and Gulf** - Chesapeake Bay ports south of Baltimore, and Southeast Atlantic ports; plus all CONUS Gulf of Mexico Ports
- c. **West Coast** – CONUS, Alaska and Canadian Pacific coast ports
- d. **Europe** – Latvia, Germany, the Netherlands, Belgium, Spain, Italy, Greece, Bulgaria, Romania, 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, Singapore, Philippines, Japan, South Korea, Hawaii, and all other Pacific locations
- g. **Caribbean** - Central America, South America, and all other Caribbean locations

For a list of current S&RTS contracts and the locations they support send an email to: usarmy.scott.sddc.mbx.g3-seaport-contract-mgmt-branch@mail.mil

5. Cargo Commodity Code Billing Categories and Definitions

The shipper identifies the correct water commodity code (WCC) for the cargo on the Transportation and Control Movement Document (TCMD) DD Form 1384 along with the approved Transportation Account Code (TAC) and provides it to SDDC. TCMD instructions can be found in the Defense Transportation Regulation – Part II, Appendix M.

Cargo that is handled by stevedores and the services they provide are identified by commodity codes (CCs) in the Transportation Financial Management System (TFMS) that are numbered between 20 and 61. 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. Items belonging to Hazard Class 1 as defined in 49 CFR part 173 or International Maritime Dangerous Goods Code. Does not include weapons.

CC 25 Containers packed with explosives. Explosives placed in containers are classified as containers. MTON recorded and billed to the customer will be applied based on size 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/weapons 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

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

CC 45 Containers (other than explosives). All containers packed with other than explosives and empty containers. Includes flatracks, MILVANS, SEAVANS, leased VANS, quadcons and tricons (single or linked). General cargo, mail, or other commodities placed in containers are classified as containers. MTON recorded and billed to the customer will be applied based on size of the container.

CC 50 Refrigerated cargo. All chill and freeze perishable foods and other cargo requiring refrigeration.

CC 60 Heavy Government vehicles and equipment, unboxed, over 25,000 pounds. All unboxed Government equipment and vehicles weighing over 25,000 pounds. Includes wheeled road construction equipment, tracked vehicles and boats.

CC 61 Government vehicles and equipment unboxed, up to and including 25,000 pounds. All unboxed Government vehicles up to 25,000 pounds. Includes wheeled unboxed road construction equipment, tracked vehicles and boats.

6. Billing Rate Features

SDDC's Port Handling Cargo Billing Rates are comprised of the cost to move cargo through the port. Loading and unloading cargo from/to the ship and from/to the truck or train by the stevedores is included.

Onward movement (inland transportation) of the cargo is not included.

Port Handling Cargo Billing Rates do not cover incremental costs for services that are not provided to all customers.

If the shipper requests the stuffing or unstuffing of cargo into or from a container by means of the SDDC S&RTS contract, SDDC will apply the rates in Tables 3 and 4 in addition to the cost to load or unload the container from the ship. This service is subject to approval by SDDC.

Each load/discharge is assigned a 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). SDDC inputs the TAC provided by the shipped 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.

7. General Terms and Definitions

Breakbulk: Cargo that is not containerized.

Cargo: Supplies, materials, stores, baggage, or equipment transported by land, water, or air.

Container: An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flat rack, and other designs.

Commodity: Identifies what is being shipped. See Section 5 for a list of Port Handling commodity codes.

Free In (FI) and Free Out (FO): When cargo is moved as FI or FO, the SDDC shall load the cargo onto the vessel (FI) and/or discharge cargo from the vessel (FO) via a S&RTS contract.

Liner: Commercial ocean carrier service operating on a fixed route/regularly scheduled basis.

Liner In (LI) and Liner Out (LO): Carrier is responsible for loading and/or discharging cargo at port of origin and/or destination.

Measurement Ton: The unit of volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1 Measurement Ton = 40 cubic feet or 1 MTON = 40 ft³).

Stevedoring and Related Terminal Services (S&RTS): Government-contracted service applied when cargo is moved Free In/Free Out for loading and unloading a vessel.

Traffic Area: Regional geographic area. See Section 4 for description of Port Handling traffic areas.

Transportation Working Capital Fund (TWCF): A revolving fund established to finance transportation activities. This account relies on revenue generated from services provided to customers to cover expenses incurred. Intent is to break even and not to make a profit.