

APPENDIX N

TRANSIT TIMES FOR INTERNATIONAL THROUGH GOVERNMENT BILL OF LADING AND DIRECT PROCUREMENT METHOD (DPM) UNACCOMPANIED BAGGAGE SHIPMENTS BETWEEN THE CONTINENTAL UNITED STATES, HAWAII, AND OVERSEAS

1. The transit times were developed by the Military Surface Deployment and Distribution Command (SDDC) in coordination with the Service headquarters and industry and are based on actual transportation experience, capabilities, and schedules. These are the minimum times required for carriers to move shipments from origin to destination and will be used to construct Required Delivery Dates (RDD). However, sound traffic management principles, the needs of the member/employee, existing policies and individual carrier's capabilities will apply.
2. The transit time table is published on the SDDC website:
<http://www.sddc.army.mil/PP/Defense%20Personal%20Property%20Program%20DP3/Rates-International/Appendix%20N%20CONUS%20and%20OCONUS.pdf>. Select required table.
3. In determining the RDD in conjunction with the transit time, the day after pickup is counted as the first day of transit time. In cases of multiple pickups for consolidated shipments, the first day of the transit time will be the day after the last shipment pickup. Transit times will be measured in calendar days (Saturdays, Sundays, and holidays are counted as part of the transit time). The day of pickup and the day of the delivery will not be scheduled on Saturdays, Sundays, or holidays unless there is a mutual agreement between the member/employee, the Personal Property Shipping Officer (PPSO), and the carrier. A lesser transit time may be applied by a transportation officer to satisfy the needs of the Department of Defense (DOD) member/employee when valid reasons exist and proper justification is provided. When assigning a transit time less than published in the transit time table, the PPSO will advise the origin agent of the opportunity to accept or refuse the shipment. A carrier refusing to accept the shipment will not be charged with a refusal nor assessed administrative tonnage. Any carrier who accepts a lesser transit time will be expected to satisfy that requirement. These transit times are the minimum times required and will not be considered as the maximum allowable when constructing the RDD.
4. The transit time tables provide separate transit time standards for carrier and Government segments for Code J shipments. The four columns identified as J1, J2, J3, and TOT, are applicable to Code J shipments. J1 represents the amount of time a carrier has for packing, pickup/origin agent processing, transportation to the aerial port of embarkation (see Appendix Q), and origin port agent processing time. J2 represents the total amount of the time allotted to AMC from receipt of the shipment from the origin port agent to delivery of the shipment to the destination port agent. J3 is destination port agent processing time and transportation from the aerial port of debarkation to destination. Column TOT is the total of columns J1, J2, and J3.
NOTE: Carrier packing, pickup, origin processing port agent handling and delivery does not include weekends and holidays.
5. Segmented times enable PPSOs to determine whether the carrier, AMC, or both are responsible for missed RDDs. The carrier's responsibility to prove they are not accountable for missed RDD's will remain unchanged. When reviewing carrier appeals claiming RDD's were missed due to delays by AMC, PPSO's can use Transportation Control and Movement Documents, or cargo manifests that show the release information to and from the AMC system as valid receipts describing the time in the AMC system.

6. The following is an example of how to use the segmented times:
 - a. The carrier has 27 days and the Defense Transportation System (DTS) has 14 days, for a total time of 41 days. If the shipment misses the RDD by 7 days, the carrier will be considered responsible, subject to appeal. The carrier, by documenting time into and out of aerial ports, might show the DTS took 16 days. In this example, since the DTS is only allowed 14 days, 2 of the 7 days would be charged to the DTS and 5 days to the carrier.
 - b. In the event PPSO’s assign transit times either greater or less than the amount in this Appendix, the time will be added to (if greater) or subtracted from (if less) the carriers allotted time. The DTS time will be considered constant.

EXAMPLE: Transit time chart gives the carrier 30 days, and the DTS has 8 days. If the PPSO establishes a transit time of 45 days, the carrier would be allowed 37 days and the DTS 8 days. Alternately, if the PPSO establishes a transit time of 35 days, the carrier would be allowed 27 days and the DTS 8 days.

Table N-1. Rate Area Definitions

AS11	AUSTRALIA, CANBERRA
AS21	AUSTRALIA, ALC SP WMRA
BA	BAHRAIN
BE	BELGIUM
GE	GERMANY
GQ	GUAM ISLAND-US
GR29	CRETE
IT	ITALY
IT10	SICILY
IT20	SARDINIA
JA01	JAPAN, CENTRAL
JA02	JAPAN, SOUTH
JA03	JAPAN, NORTH
JA96	OKINAWA
KS	KOREA
NL	NETHERLANDS
PO	PORTUGAL
P001	AZORES
RQ	PUERTO RICO
SP	SPAIN
TU	TURKEY
UK	UNITED KINGDOM
US89	HAWAII