



**PER DIEM, TRAVEL AND TRANSPORTATION ALLOWANCE COMMITTEE**

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PDTATAC/hm

28 July 2011

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: CTD for CAP 69-11(E) – PCS HHG Weight Allowances

1. **SYNOPSIS:** The below PCS HHG weight allowance changes are made to the JTR per GSA FTR Amendment 2011-11, Cases 2007-304 and 2003-309 released under Federal Register, Vol. 76, No. 63 of 1 April 2011 effective 1 August 2011. The packing weight allowance includes barrels, boxes, cartons, and similar material but does not include pads, chains, dollies and other equipment to load and secure the shipment. The eligible civilian employee is financially responsible the excess costs associated with the excess HHG transportation weight.

a. 18,000 pounds become 18,000 pounds net weight and packing weight allowance of up to 2,000 pounds is authorized when applicable NTE 20,000 pounds gross weight per FTR §302-7.2(a).

b. 4,500 pounds become 4,500 pounds net weight and packing weight allowance of up to 500 pounds is authorized when applicable NTE 5,000 pounds gross weight for administrative weight HHG transportation per the Agency discretionary authority under FTR §302-7.2(b).

c. Add HHG and PBP&E Transportation chart per FTR §302-7.6 for allowance clarification. PBP&E shipment is part of the HHG weight allowance and excluded from the HHG transportation weight only if the Agency determines the PBP&E is an administrative expense prior to the HHG shipment in the GOV'T interest. POV transportation is not a PBP&E allowance (FTR §302-9.302).

d. Unaccompanied Air Baggage (UAB) changes are not required as the current JTR references are correct. UAB is a subset of unaccompanied baggage (UB) allowance which is part of the 18,000 pounds net weight allowance limitation for eligible civilian employee.

2. These changes are scheduled to appear in JTR change 551, dated 1 September 2011.

3. This determination is *effective on 1 August 2011*.

//approved//

**DANE SWENSON**

Chief, Enterprise Operations Division

Attachment:

Rev 1

**Civilian E-Mail Distribution:**

CAP Members T&T Branch PMO-DTS GSA-3FT GSA-OGP(MTT) DTMO CBCA Judges

## JTR REVISIONS:

### **Par. C5152:**

The following are eligible for HHG transportation and SIT at GOV'T expense when relocation is in the GOV'T's interest:

1. An employee transferred between CONUS/OCONUS official duty stations;
2. A new appointee to the first CONUS/OCONUS official station;
3. An employee returning to CONUS for separation from an OCONUS assignment, after completion of an agreed upon period of service;
4. An SES employee authorized last move home benefits ([FTR §302-3.304](#));
5. An employee authorized a TCS.

### **Par. C5154:**

A. \*\*\*\*\*

**\*B.** Prescribed Weight Allowances ([FTR §302-7.2](#)). The worldwide maximum weight of HHG that may be transported (and/or stored ICW transportation) is 18,000 lbs. net weight for each employee. See par. C2304 for baggage allowances. For uncrated or van line shipments, a 2,000 pound allowance is added to the 18,000 net weight allowance to cover packing materials. See par. C5154-F2 when the employee is financially responsible for HHG transportation expenses.

<b>Transportation of HHG and PBP&amp;E (§302-7.6)</b>	
<b>Category of Employee</b>	<b>Authorized Origin/Destination</b>
(a) Employee transferred between official stations.	An allowance of up to 2,000 pounds, exclusive of the 18,000 pounds net weight of HHG shipment, is used for the packing weight covering barrels, boxes, cartons, and similar material but does not include pads, chains, dollies and other equipment to load and secure the shipment.
(b) New appointee.	From place of actual residence to new official station (including to location of extended storage when authorized).
(c) Employee returning from outside CONUS assignment for separation from GOV'T service.	Last official station and extended storage location, when authorized, to place of actual residence.
(d) Employee authorized separation travel at GOV'T expense to actual residence but retiring at the OCONUS official station or an alternate location.	From any location, including actual residence and extended storage location to any other location (including the OCONUS official station), not to exceed the constructive transportation cost from the official station and extended storage location (respectively) to the actual residence.
(e) SES last move home benefits.	From the last official station and extended storage location, when authorized, to the place of selection.

***NOTE: Under no circumstances may the GOV'T pay any expenses associated with excess weight.***

C. Professional Books, Papers, and Equipment (PBP&E) (APP A).

**\*1. Policy.** PBP&E are HHG and are part of the PCS weight allowance. If the PBP&E may cause an excess weight condition, as determined before transportation, PBP&E may be moved under pars. C5154-C2 and C3 ([FTR §302-7.4](#)). *A POV may not be shipped as PBP&E per FTR §302-9.302.*

2. Conditions. PBP&E shipment as an administrative expense, as opposed to a HHG transportation expense, may be authorized/approved subject to the following conditions:

a. Before shipment occurs, an itemized PBP&E inventory must be provided for review by an official designated by the authorizing/order-issuing command.

b. Appropriate evidence (as determined by the authorizing/order-issuing command) must be furnished that transporting the itemized materials as part of the HHG results in an excess weight situation.

c. An appropriate official designated by the authorizing/order-issuing command at the new PDS must review and certify that the itemized PBP&E are necessary for the proper performance of the employee's duties at the new PDS. The same official must further certify that if these items are not transported to the new PDS, the same or similar items would have to be obtained (at GOV'T expense) for the employee's use at the new PDS. [CBCA 1517-RELO, 23 December 2009](#).

3. Administrative Expense. When the PBP&E are authorized for shipment as an administrative expense:

a. The transportation cost is not chargeable to travel and transportation expenses appropriations.

b. Transportation must be by the actual expense method in CONUS (i.e., the commuted rate method must not be used) ([FTR §302-7.13](#)).

c. The weight and the administrative appropriation chargeable must be stated as separate items on the documentation used to transport the PBP&E (e.g., a Bill of Lading).

d. A constructed weight may be used in unusual instances when it is not practicable or impossible to obtain the specific PBP&E weight IAW par. C5170-D.

**\*e.** The PBP&E may be returned as an administrative expense to an employee's actual residence, or any other location at a cost NTE the constructed cost to the actual residence, for an employee separating from GOV'T service provided the PBP&E were transported to the OCONUS location as an administrative expense ([FTR §302-7.18](#)). Par. C5167-C details HHG transportation from OCONUS to CONUS PDSs.

4. Administratively Restricted HHG Weight

a. When an employee is assigned to an administratively weight-restricted OCONUS PDS, PBP&E shipment is authorized under pars. C5154-C2 and C3.

**\*b.** PBP&E weight is in addition to a restricted weight allowance shipped to an OCONUS PDS. Example: The typical administratively limited weight allowance is 4,500 lbs net weight. The employee has 1,000 lbs. of PBP&E. The PBP&E is shipped in addition to the 4,500 lbs net weight of HHG.

c. PBP&E weight, when added to the weight of other HHG authorized for shipment and for NTS and consumable goods chargeable to travel and transportation appropriations, must not exceed the maximum weight allowance unless the PBP&E is shipped under pars. C5154-C2 and C3.

D. \*\*\*\*\*

**\*E.** Weight Additive Articles ([FTR §302-7.21](#)). When HHG include an article, jet ski, boat or trailer of reasonable size that can fit into a moving container for which a carrier assesses a weight additive, the weight additive is not

charged against the weight allowance in par. C5154-B. For example, when a weight additive of 700 lbs. is imposed by a HHG carrier on a 65 lb. canoe, only 65 lbs. is charged against the employee's 18,000 lbs. net weight allowance. [GSBCA 16131-RELO, 21 July 2003](#). *Special packing, crating and/or handling expenses for these articles are the employee's financial responsibility.*

F. HHG Transportation Expenses

1. \*\*\*\*\*

2. Employee-paid Expenses. The employee is financially responsible for all transportation costs as a result of:

- a. Exceeding the authorized weight allowance;
- b. Transportation between other than authorized locations;
- c. Transportation of articles that are not HHG (APP A -- Household Goods);
- d. Transportation in more than one lot (other than a UB shipment authorized under par. C5160-B to be transported separately from the HHG shipment, and expedited transportation of items of extraordinary value when authorized under par. C5165-C);
- e. Special services requested by the employee, i.e., the cost of increased valuation liability; and,
- f. Transportation related costs that are incurred by the GOV'T due to the employee/employee's agent's negligence, i.e., attempted pickup and/or delivery charges. [DTR 4500.9-R, Part IV, Ch 401](#); *website [http://www.transcom.mil/j5/pt/dtrpart4/dtr\\_part\\_iv\\_401.pdf](http://www.transcom.mil/j5/pt/dtrpart4/dtr_part_iv_401.pdf)*.

**DoDGC-accepted rewrite of g:**

\*g. The relocating employee is financially responsible for reimbursing the GOV'T for all HHG-related costs incurred for excess weight if the shipment is overweight. The maximum weight that may be transported at GOV'T expense is a shipment weight of 20,000 pounds gross weight, which includes the 18,000 pounds net weight of the uncrated HHG plus the 2,000 pound allowance for packing materials; or (2) the administrative weight allowance of 5,000 pounds (4,500 pounds net weight plus 500 pounds packing materials weight allowance).

Memo 1 version:

~~\*g. The relocating employee is financially responsible for reimbursing the GOV'T for all HHG-related costs incurred if the shipment is overweight. In no case may a shipment weight over 20,000 gross weight being the 18,000 pounds net weight of the uncrated HHG plus the 2,000 pound allowance for packing materials; or (2) the administrative weight allowance of 5,000 pounds (4,500 pounds net weight plus 500 pounds packing materials weight allowance).~~

G. \*\*\*\*\*

**\*H. Loss or Damage Claims ([FTR §302-7.12](#)).** HHG loss or damage claims are submitted IAW Service regulations.

I. \*\*\*\*\*

J. Employee Married to an Employee or to a Uniformed Service Member. An employee married to another employee or to a uniformed service member retains HHG transportation and storage allowances if a PCS order is issued to the employee – even though the other spouse (employee or uniformed member) may also have a PCS order. [B-202023, 4 December 1981](#) and [54 Comp. Gen. 892 \(1975\)](#). JFTR, par. U5012-C for HHG transportation for a uniformed member married to a civilian employee when both are authorized HHG shipments to the same new

PDS.

**\*Example 1.** An employee and the employee's uniformed member spouse each receive a PCS order. The member's PCS weight allowance is 12,500 lbs per JFTR, par. U5310. The employee's PCS HHG weight allowance is 18,000 lbs net weight per par. C5154-B. Together they may ship 30,500 lbs net weight of HHG – but they may not both be paid or reimbursed for shipping the same HHG. An allowance of up to 2,000 pounds for the employee, exclusive of the 18,000 pounds net weight of HHG shipment, is used for packing weight covering barrels, boxes, cartons, and similar material but does not include pads, chains, dollies and other equipment to load and secure the shipment.

**\*Example 2.** An employee-married-to-another-employee couple each receives a PCS order. Each employee's PCS weight allowance is 18,000 lbs net weight per pars. C5000-B1a and C5154-B. Together they may ship 36,000 lbs. net weight of HHG – but they may not both be paid or reimbursed for shipping the same HHG. An allowance of up to 4,000 pounds (2,000 pounds per employee), exclusive of the 36,000 pounds net weight of HHG shipment, is used for packing weight covering barrels, boxes, cartons, and similar material but does not include pads, chains, dollies and other equipment to load and secure the shipment. *Further, they may use the combined weight allowances to offset any excess weight incurred by either employee even if both employees separately ship HHG; providing the HHG belong to both employees.* [GSBCA 16608-RELO, 3 August 2005.](#)

#### K. HHG Transportation between Local Residences

1. Authorized Transportation. Local transportation of an employee's HHG is authorized when, for the GOV'T's convenience, the local commander issues a written order to the employee directing a change in residence between any two dwellings. This authority must not be used for HHG transportation between private dwellings ICW an authorized PCS. [B-138678, 22 April 1959](#) and [52 Comp. Gen. 293 \(1972\).](#)

***NOTE: SIT is not authorized.***

#### 2. Local Transportation Costs

- a. Local transportation costs are charged to the command authorizing the transportation.
- b. If the employee's HHG shipment exceeds the maximum amount authorized, the employee is financially responsible for the excess cost.
- c. If an adequate scale is not available, the excess weight is determined by using the constructed weight IAW par. C5170-D.
- \*d.** The net weight limitation of 18,000 lbs (par. C5154-B) and 4,500 lbs (par. C5168) do not apply to this HHG transportation authorized.

### **Par. C5160:**

#### **\*C5160** TRANSPORTATION METHODS ([FTR §302-7.14](#))

A. HHG. The official designated by the Service/Defense Agency must authorize/approve the HHG transportation method. A cost comparison must be completed ICW each PCS order prior to authorizing a transportation method on that PCS order. *The servicing Personal Property Shipping Office must provide the rate comparison by computing the cost difference between the actual expense and commuted rate methods of HHG transportation.*

#### B. UB

##### 1. General

- a. UB weight is part of the total authorized HHG weight allowance.
- b. UB is defined in APP A1. Unaccompanied Baggage (UB) as noted in FTR §302-7.300 is a UB shipment by air.
- c. Express and freight shipments made by the GOV'T must be made under GOV'T transportation policy and procedures.

2. Weight Allowance. The UB weight allowance is 350 lbs. net weight for each adult and dependent age 12 or older, and 175 lbs. net weight for each child under age 12 (par. C5170) except when air transportation of UB (UB) is used per par, C5160-B4 applies. UB weight allowances air transportation includes the actual weight of the luggage or packing material.

3. Transportation. Except as in par. C5160-B4, UB must be transported under GOV'T transportation policy and procedures. The employee or employee's agent should contact the servicing transportation officer as soon as possible before travel begins to make arrangements for UB transportation.

4. Air Transportation (Expedited Mode) to/from/between OCONUS PDSs

a. General

- (1) The UB total transported by air (or any expedited mode) must not exceed 1,000 lbs. net weight.
- (2) Air transportation is not authorized when an employee performs RAT, except when the additional tour of duty is served at a PDS in another OCONUS area.
- (3) UB may be transported by air from the old PDS to the appropriate POE to arrive before the employee's or dependent's transportation departure time.

b. Conditions. UB may be transported by air when:

- (1) Transportation by the lowest overall cost mode cannot provide the required service,
- (2) The employee certifies the UB is necessary to carry out the assigned duties, or
- (3) The AO determines that expedited transportation is necessary to prevent undue hardship to the employee and/or dependents.

**C.** Actual Expense ([FTR §302-7.401](#))

1. GOV'T-procured. The GOV'T contracts, negotiates, audits and pays the Transportation Service Provider (TSP)/carrier/DPM vendor directly for transportation. A PCS order must state:

- a. The HHG (including PBP&E, if any) transportation authority, and
- b. That the HHG are to be transported by a GOV'T-arranged move, and
- c. That unauthorized charges are the employee's financial responsibility.

2. Personally Procured. The employee must make the necessary arrangements for the HHG move, and pay for the move. Reimbursement is limited to actual expenses incurred by the employee, NTE the cost of a GOV'T-arranged move for the same HHG weight (par. C1101 - allowable travel advances).

**\*3.** GOV'T-arranged Move Cost. The GOV'T-arranged transportation cost in CONUS is determined by using the 'Best Value' methodology for the channel and the actual HHG weight transported (NTE the maximum weight (18,000 lbs net weight)). The OCONUS cost is constructed using the 'Best Value' single factor rate.

For details on how 'Best Value' cost is determined, refer to the USTRANSCOM website under Defense Personal Property program (DP3) business rules at [http://www.transcom.mil/j5/pt/dtr\\_part\\_iv.cfm](http://www.transcom.mil/j5/pt/dtr_part_iv.cfm).

**D. Commuted Rate (FTR §302-7.401)**

1. \*\*\*\*\*

2. \*\*\*\*\*

**3. Reimbursement Services.** The employee is authorized reimbursement under the GSA Commuted Rate Schedule ([FTR §302-7.101](http://www.gsa.gov/portal/category/21284)) for carrier services provided, including:

- a. Transportation,
- b. Packing,
- c. Unpacking,
- d. Crating,
- e. Drayage, and
- f. SIT.

**NOTE 1:** *The Commuted Rate Schedule used must be in effect on the date the common carrier picks up the HHG, or if other than a common carrier is used, the date HHG begins movement.*

**NOTE 2:** *If a third party (e.g., a new employer) pays for the HHG transportation, no reimbursement is authorized.*

**4. Where to Get the Commuted Rate Schedule and Rate Tables.** Contact GSA (<http://www.gsa.gov/portal/category/21284>).

**NOTE:** *The servicing Personal Property Shipping Office must provide the rate comparison by computing the cost difference between the actual expense and commuted rate HHG transportation methods.*

**E. Split Transportation (FTR §302-7.3).** If actual expense HHG transportation is authorized, an employee may transport HHG by GOV'T-procured and/or personally moved/procured transportation as long as the combined HHG shipments do not exceed the:

- 1. Authorized HHG weight allowance, and
- 2. Cost of GOV'T-procured HHG transportation of the maximum HHG weight allowance in one lot between authorized places.

**\*F. Employee Responsibility (FTR §302-7.14).** An employee who chooses to personally arrange for HHG transportation (i.e., move the HHG themselves, or contract directly for the HHG to be moved) is entirely responsible for all issues related to the Status of Forces Agreement (SOFA), use of U.S. carriers, import/export processes, tariffs, customs, etc. If Service regulations require, preference also must be given to VISA (Voluntary Inter-modal Sealift Agreement) ship carriers when available.

G. \*\*\*\*\*

**H. Cost Comparison**

- 1. A cost comparison must be made between the actual expense and commuted rate methods of HHG

transportation for each CONUS-to-CONUS PCS order. *The servicing Personal Property Shipping Office must provide the rate comparison by computing the cost difference between the actual expense and commuted rate methods of HHG transportation.*

2. If the estimated costs are more than \$100 different, the more economical method must be authorized on the PCS order.

3. An employee's request for a particular method is the determining factor if the costs are within \$100 of each other.

4. A proper cost comparison must consider line haul transportation charges, administrative costs, and expected accessorial and packing charges.

5. If the cost comparison is not made, and/or if the PCS order does not explicitly say that the actual expense method is authorized, the commuted rate method applies ([GSBCA 15489-RELO, 20 December 2001](#)).

6. The chart below details considerations when determining a transportation method to authorize on a PCS order.

<b>*CONSIDERATIONS</b> (FTR §302-7.15)		
Method	Advantages	Disadvantages
<b>Commuted Rate</b>	1. The GOV'T is relieved of the administrative expense and responsibility of selecting and dealing with carriers and making other arrangements for transporting HHG.  2. The employee pays the authorized packing and accessorial charges from the amount allowed for those charges.	1. The GOV'T cannot take advantage of special discounts offered.  2. An accurate cost estimate depends on weight estimate accuracy.  3. <i>Commuted rate method does not apply to intrastate moves</i> ; and  4. <i>Commuted rate method may not fully reimburse employee's out-of-pocket expenses.</i>
<b>Actual Expense</b>	1. The GOV'T may take advantage of special discounts offered.	1. The GOV'T is responsible for selecting and dealing with carriers, preparing bills of lading, auditing and paying transportation vouchers, supervising HHG packing, handling employee loss and damage claims (in most cases), and other incidental expenses.  2. The GOV'T's cost depends on the weight involved, accessorial services required, packing quality, and the number of individual cartons, boxes, barrels, and wardrobes used by the carrier.

I. \*\*\*\*\*

**Par. C5165:**

**\*A.** Combining Weight Allowances when Husband and Wife Are Both Employees. See par. C5000-B.

B. \*\*\*\*\*

C. \*\*\*\*\*

D. \*\*\*\*\*

E. \*\*\*\*\*

F. \*\*\*\*\*

1. \*\*\*\*\*

2. \*\*\*\*\*

3. From an OCONUS PDS

a. \*\*\*\*\*

b. \*\*\*\*\*

c. Return for Separation. When an employee returns from an OCONUS assignment for separation the following conditions apply:

(1) \*\*\*\*\*

(2) \*\*\*\*\*

(3) \*\*\*\*\*

**\*4)** SIT of HHG is authorized for a period NTE 90 days. Upon an employee's written request, the initial 90-day period may be extended for an additional period NTE 60 or 90 days as applicable under conditions stated in par. C5190-B2 if approved by the employee's commanding officer or designated representative. *SIT in excess of 150 or 180 days as applicable at GOV'T expense cannot be authorized/approved except as noted in par. C5191.*

G. \*\*\*\*\*

### **Par. C5167:**

A. HHG Shipment between CONUS PDSs

1. CONUS HHG shipments may originate at the employee's old PDS/some other point selected by the employee, or partially at both.

2. The destination may be the new PDS, some other point selected by the employee, or both.

3. The GOV'T's cost obligation cannot exceed the costs over a usually traveled route between the old and new PDSs.

4. When the travel is to a first PDS, the GOV'T's cost is NTE the transportation cost from the actual residence at the time of appointment to the PDS by a usually traveled route.

B. HHG Transportation to and between OCONUS PDSs

1. General. OCONUS HHG transportation may be authorized between the same points as dependent movement in par. C5110.

2. Multiple Shipments. When the authorized maximum HHG weight allowance is not shipped to the OCONUS PDS during the initial tour of duty, the employee may be authorized transportation of the HHG balance through renewal agreement for an additional tour of duty at the same or different OCONUS PDS. The employee is financially responsible for transportation costs of any HHG that exceed the authorized weight limit.

**\*Example**. An employee with dependents ships 4,000 pounds net weight of HHG from initial PDS residence and puts the remainder in NTS at GOV'T expense. The employee completes the required tour and enters into a renewal agreement for a tour of duty at a different OCONUS PDS where additional HHG are needed. The employee is authorized a HHG transportation of 4,000 pounds net weight from the old OCONUS PDS to the new OCONUS PDS. The maximum weight allowable for transportation of additional HHG from the actual residence and/or NTS to the new PDS is limited to 14,000 pounds net weight. The packing materials are limited up to 2,000 pounds for the combined HHG shipments.

C. HHG Transportation from OCONUS to CONUS PDSs

1. \*\*\*\*\*

2. Advance Return Transportation of HHG

a. \*\*\*\*\*

b. \*\*\*\*\*

c. Employee Returning for Separation

(1) HHG of an employee returning for separation may be transported at GOV'T expense from the OCONUS PDS and/or place of NTS to the actual residence at the time of appointment.

(2) HHG transportation may be to any alternate destination, but reimbursement for transporting an employee's HHG from the OCONUS PDS and/or from NTS to an alternate destination must not exceed the GCC of transporting the maximum HHG weight allowance in one lot from the OCONUS PDS to the actual residence indicated in the employee's service agreement. When an employee retires at the OCONUS PDS, reimbursement for moving HHG in NTS is also limited to the GCC of transporting the maximum HHG weight allowance to the actual residence in the employee's service agreement ([CBCA 1162-RELO, 1 July 2008](#)).

(3) The employee is financially responsible for any excess cost ([63 Comp. Gen. 281 \(1984\)](#)).

**\*(4)** PBP&E transported as an administrative expense to an OCONUS location may be returned as an administrative expense to an employee's actual residence for an employee separating from GOV'T service ([FTR §§302-7.18 and 302-7.403](#); and JTR, par. C5154-C. The PBP&E may also be returned to an alternate destination as an administrative expense anywhere in the world but transportation reimbursement may not exceed the constructed cost of transporting the PBP&E in one lot from the OCONUS PDS to the actual residence indicated in the employee's service agreement.

d. \*\*\*\*\*

**Par. C5168:**

**\*C5168 ADMINISTRATIVE WEIGHT LIMITATIONS** ([FTR §302-7.17](#))

A. Policy. When GOV'T furnishings are provided at an OCONUS location, HHG transportation at GOV'T expense to or from such an OCONUS location ordinarily is limited to 4,500 pounds net weight, not including UB weight.

\*1. An allowance of up to 500 pounds exclusive of the 4,500 pounds net weight of the administrative weight limitation is used for packing weight covering barrels, boxes, cartons, and similar material but does not include pads, chains, dollies and other equipment to load and secure the shipment.

\*2. Only the authorized weight allowance that was shipped to the OCONUS location may be returned to CONUS upon the duty tour completion unless the Agency makes an exception IAW Agency regulations

\*3. ***NOTE: An order permitting the State Department administrative HHG weight limit of 7,200 pounds is erroneous and only 4,500 pounds net weight may be transported at GOV'T expense subject to the exceptions below.***

B. Exceptions

1. This restricted weight allowance does not apply retroactively to HHG shipped to an OCONUS location prior to the effective date that an administrative weight limitation was imposed on the location concerned.

\*2. When an employee is advised that an item of GOV'T furnishings is not available at the OCONUS location, an amount equal to the weight of personal furnishings required in lieu of the unavailable GOV'T furnishings is added to the 4,500 pounds net weight.

\*3. If all GOV'T furnishings are required to be returned to the GOV'T and/or the GOV'T furnishings become unserviceable and are not replaced, transportation of the employee's maximum weight allowance (18,000 pounds net weight) minus the HHG weight previously shipped, is authorized from storage or designated place to the current PDS.

\*4. The AO or designee may increase the restricted HHG weight allowance if requested to do so by the employee. The increase is NTE the employee's maximum weight allowance (18,000 pounds net weight) with HHG previously shipped or continued in storage counting against the increased weight allowance. One or more of the following conditions must apply:

- a. The employee is assigned consecutive full-tour assignments to administratively weight-restricted areas;
- b. The employee is on a tour that is extended one year or longer within the same administratively weight-restricted area;
- c. Upon departure from an administratively weight-restricted area if additional furnishings were acquired through marriage occurring after the employee was relocated to the administratively weight-restricted area; or
- d. Undue hardship to the employee would result if the full administrative weight restriction were imposed.

5. When a weight restriction is imposed for HHG shipped into a non-foreign OCONUS area, the weight restriction does not apply to shipments from that location as long as the new PDS is not a weight-restricted area.

***NOTE: Appropriate storage, or transportation to a designated place, is authorized for the remainder of an employee's weight allowance.***

C. \*\*\*\*\*

**Par. C5170:**

**\*C5170 DETERMINING THE NET WEIGHT (FTR §302-7.13)**

A. Crated Shipments. The net weight of crated shipments:

1. Does not include the crating material weight,
2. Is 60% of the gross weight, and
3. May be computed at less than 60% of the gross weight if it was necessary (for reasons beyond the employee's control) to use unusually heavy crating and packing materials.

**\*B.** Uncrated Shipments. The net weight of uncrated shipments (commercial or noncommercial) is allowed an allowance of up to 2,000 pounds, exclusive of the 18,000 pounds net weight of HHG shipment that is used for packing weight:

1. Is the weight shown on the bill of lading or weight certificate?;
- \*2.** Excludes the weight of barrels, boxes, cartons, and similar packing materials; and
3. Does not include pads, chains, dollies, and other equipment needed to load and secure the shipment.

**\*C.** Containerized Shipments. When containers designed for repeated use are used (e.g., lift vans, CONEX transporters, and HHG shipping boxes), the shipment net weight is:

1. Computed like an uncrated shipment if the container's weight includes interior bracing and padding materials,
2. 85% of the gross weight (after subtracting the container's weight) if the container's weight does not include the weight of interior bracing and padding materials, or
3. Based on constructed weight if the container's gross weight cannot be determined.

**\*D.** Constructed Weight. A constructed weight based on 7 pounds per cubic foot (**NOTE 2**) of properly loaded space should be used:

1. When an adequate scale is not available at origin, en route or at destination,
2. For a partial-load when the HHG weight cannot be determined (without unloading the vehicle at origin, en route or destination), or
3. When the carrier's charges for a short distance or metropolitan area move are computed on a basis other than the shipment's weight or volume (e.g., when payment is based on an hourly rate and the distance involved).

**NOTE 1:** *The employee should obtain a statement from the carrier showing the amount of properly loaded space required for the shipment.*

**NOTE 2:** *PBP&E weight is based on 40 pounds per cubic foot.*