



PER DIEM, TRAVEL AND TRANSPORTATION ALLOWANCE COMMITTEE

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PDTATAC/vap

14 April 2010

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: UTD/CTD for MAP 97-09/CAP 85-09 & MAP 12-08(E)/CAP 3-08(E) -- Lowest HHG Cost Language and Constructed Cost

1. **SYNOPSIS:** Aligns JFTR/JTR references with Defense Personal Property System (DPS) methodology, replacing 'lowest cost' with 'best value' for HHG allowances cost comparison references found in the JFTR regulations. Also simplifies HHG constructed cost by using transportation of the maximum PCS weight allowance in one lot between authorized points for cost comparison for multiple/split shipment cost, rather than the current cost construction based on actual weight shipped NTE maximum weight.
2. These changes are scheduled to appear in JFTR change number 283 and JTR change number 537, dated 1 July 2010.
3. This determination is *effective on 15 April 2010*.

//approved//

DANE SWENSON

Chief, Strategic Planning and Policy Division

Attachment:

Rev 6

Uniformed E-Mail Distribution:

MAP Members T&T Branch PMO-DTS GSA-3FT GSA-OGP(MTT) DTMO PPC

Civilian E-Mail Distribution:

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

JFTR REVISIONS:

U5310-A1:

A. General. Subject to the conditions in par. U5310, a member ordered on a PCS is authorized HHG transportation (par. U5310-A9); dependent transportation (par. U5201); and mobile home transportation (par. U5500).

1. The GOV'T's HHG transportation obligation is limited to the cost of transporting the member's maximum HHG weight allowance (par. U5310-B) in one lot between authorized places at the GOV'T 'Best Value' cost, or overall lowest cost (or other USPHS-selected method for USPHS). For details on how 'Best Value' costs are 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. HHG authorized locations for PCS are in par. U5390 and TDY in par. U4780.

U5310-F:

F. Excess Cost for Transportation of a Boat and/or a Personal Watercraft, either Exceeding 14 Feet, as HHG. Instructions for computing excess cost determination, using the 'Best Value' methodology ICW transportation of a boat and/or personal watercraft exceeding 14 feet (including the trailer) as HHG can be found on the USTRANSCOM website under DP3 business rules at http://www.transcom.mil/j5/pt/dtr_part_iv.cfm.

U5319:

Except for USPHS, advance payment of an operating allowance is authorized for personally procured HHG transportation depending on the move type the member elects. Advance payment is authorized of:

1. A monetary allowance, equal to the constructed expenses for transportation arranged under par. U5320-D1.
2. A monetary allowance, equal to the constructed expenses, NTE 100% of the GCC arranged under par. U5320-D2a.
3. 60% of the monetary allowance under par. U5320-D2b.

U5320-D2:

2. GOV'T-procured Transportation and/or NTS Available. A member who arranges for transportation or NTS is authorized:

a. Actual cost reimbursement NTE the GOV'T's constructed 'Best Value' transportation and/or NTS cost for the actual HHG weight transported NTE the member's maximum HHG weight (par. U5320-D6). *Payment of accessorial charges may be authorized/approved when charges would have been authorized during a GOV'T-arranged move and all applicable tariff approval rules have been met., or*

b. Payment of a monetary allowance equal to 95% of the GOV'T's constructed 'Best Value' cost for the actual HHG weight transported NTE the member's maximum HHG weight. Authorized GCC calculation factors are in par. U5320-D6. For details on how 'Best Value' costs are determined refer to the USTRANSCOM website under Defense Personal Property Program business rules at http://www.transcom.mil/j5/pt/dtr_part_iv.cfm.

- c. Actual cost reimbursement for small package service arrangements NTE the GOV'T's constructed transportation cost for the actual HHG weight transported. GOV'T's constructed cost is IAW par. U5320-D6.
- d. Temporary Storage IAW par. U5375, for actual cost reimbursement NTE the GOV'T's constructed storage cost for the actual HHG weight stored.

U5320-D6:

6. **GOV'T's (Transportation) Constructed Cost (GCC).** For the Armed Forces and NOAA, the GCC is determined by using the 'Best Value' methodology for the channel and the actual HHG weight NTE the member's authorized maximum HHG weight as follows:
 - a. For domestic shipments (within CONUS, between CONUS and Alaska, and within Alaska), the GCC includes the following 'Best Value' charges: linehaul, packing, and unpacking, linehaul factor charges at origin and destination, and short haul charges (applicable only for shipments moving 800 miles or less).
 - b. For international shipments (including to/from Hawai'i and to/from U.S. territories and possessions), the GCC includes the Best Value "Surface" Single Factor Rate (SFR).
7. **USPHS GCC.** For USPHS, the GCC in CONUS is determined by using the lowest applicable tariff rate plus the applicable packing allowance rate times the actual HHG weight NTE the member's authorized maximum HHG weight or other method selected by USPHS. Cost to/from between OCONUS locations are constructed using the single factor rate or other method selected by USPHS.

NOTE 1: Personally-procured incentive/reimbursement is based on the GCC of the actual weight moved, NTE the PCS weight allowance.

NOTE 2: For purposes of this Part, GCC is a term not applied to USPHS.

NOTE 3: Payment of accessorial charges may only be authorized/approved when charges would have been authorized during a GOV'T-arranged move and all applicable tariff approval rules have been met. For details on how 'Best Value' costs are determined refer to the USTRANSCOM website under Defense Personal Property Program business rules at http://www.transcom.mil/j5/pt/dtr_part_iv.cfm.

U5320-E:

E. **Split Shipment.** A member 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. Member's authorized HHG weight allowance, and
2. GOV'T's 'Best Value' cost to transport the member's maximum PCS weight allowance in one lot between authorized places (except under par. U5320-D1).

NOTE: Personally-procured incentive/reimbursement is based on the GCC of the actual weight moved, NTE the PCS weight allowance.

U5340-C:

C. **HHG Transportation other than between Authorized Locations**

1. General. A member may have HHG transported between any locations. However, the GOV'T's expense, other than from a previous PDS or other authorized point to the new PDS, other authorized location or home of legal heir, is limited to that allowed for the member's maximum PCS HHG weight allowance transported in one lot from the last PDS, or from the actual HHG location, to the new PDS or home of the legal heir, whichever results in a lesser cost to the GOV'T. This also applies to a member on an authorization/order from an administratively weight restricted area.

2. HHG Moved from Designated Place at Personal Expense. When HHG are transported to a designated place at GOV'T expense and later moved at personal expense to another location, excess HHG transportation costs on the next PCS are based on the transportation cost of the member's maximum PCS HHG weight allowance from the designated place to the new PDS. For example, incident to a member's PCS from Washington, DC, to unusually arduous sea duty in Norfolk, VA, the member's HHG are transported to a designated place in Detroit, MI. The HHG are later moved at personal expense to Fargo, ND. The member is subsequently ordered on PCS to Key West, FL. The HHG transportation costs to Key West, FL, from Fargo, ND, are compared to the transportation costs of the member's maximum PCS HHG weight allowance (less the weight of any other HHG transported at GOV'T expense) from Detroit, MI.

NOTE: Personally-procured incentive/reimbursement is based on the GCC of the actual weight moved, NTE the PCS weight allowance.

U5345-G3:

3. Ordered from an OCONUS PDS to the U.S. or to a Non-foreign OCONUS Area for Separation Processing with HOS Authorized. When a member is ordered from an OCONUS PDS to a CONUS or non-foreign OCONUS area for separation processing with HOS authorized under par. U5365-A, HHG may be:

- a. Transported from the PDS to the place to which ordered to report, and/or
- b. Placed in NTS.

These HHG later may be transported under par. U5365-A. ***If the member takes possession of the HHG at the processing station, transportation of those HHG to the HOS from the processing station is still authorized. However, the member must agree to bear all costs in excess of transporting the member's maximum PCS HHG weight allowance in one lot directly from the OCONUS PDS to the HOS via (but without delivery at) the processing point (i.e., the costs of delivering the HHG to the member at the processing point, unpacking, re-packing, re-shipment, etc., are not part of the GOV'T's cost obligation) (44 Comp. Gen. 826 (1965)).*** In determining excess costs, the cost of authorized SIT is part of the cost of one shipment from origin to final destination. HHG in NTS, at a designated place or at a designated location during the OCONUS tour, may be transported to the processing station only if the member's HOS is at the same location as the processing station. ***NOTE: A NOAA Marine and Aviation Operations and Commissioned Personnel Center is a processing station for NOAA.***

U5350-A1:

1. General. The member is authorized HHG transportation from the last or any previous PDS to any combination of the following locations:

- a. The new PDS,
- b. A member-specified CONUS location,
- c. NTS.

The GOV'T expense for the combination of transportation under pars. U5350-A1a and U5350-A1b is limited to that which would have been allowed for transporting the member's maximum PCS HHG weight allowance in one lot from the old PDS, or other authorized location, to the new OCONUS PDS. Excess costs due to a combination of shipment(s) are determined under par. U5340. Upon a subsequent PCS between OCONUS PDSs, HHG transportation from the member-specified CONUS location under par. U5350-A1b or NTS to the new PDS, or to the place to which dependents are authorized to travel under par. U5222-D1, U5222-E, U5222-F or U5222-G, may be made only if authorized/approved through the Secretarial Process.

U5360-A:

A. General

1. A member on active duty, who is separated from the Service or relieved from active duty under par. U5125 conditions, is authorized HHG transportation to the location the member elects, from the following:

- a. The last or any previous PDS,
- b. A designated place, or
- c. An authorized place of storage.

The member may elect to ship between any locations other than the authorized places if the member assumes financial responsibility for costs in excess of transportation of the member's maximum PCS HHG weight allowance from the authorized origin to the place the member elects under par. U5125. Par. U5340-C. ***NOTE: If, under par. U5340-C, the member elects HHG transportation to other than the place selected IAW par. U5125, excess costs are computed on the basis of the cost that would have been incurred by the GOV'T for transportation of the member's maximum PCS HHG weight allowance in one lot from the last PDS or the actual location of the HHG, whichever would result in a lower cost to the GOV'T, to that place.***

2. **Exceptions.** The following are exceptions to the general rule in par. U5360-A1:

- a. Separated from the Service or relieved from active duty to continue in the Service (par. U5360-C);
- b. Separated from the Service or relieved from active duty upon expiration of enlistment or prescribed term of Service (par. U5360-D);
- c. In an RC and called/ordered to active duty for less than 20 weeks, or less than 6 months for initial active duty for training (par. U5360-E);
- d. Stationed in CONUS, without dependents, and separated from the Service under other than honorable conditions (par. U5360-I); (For a member stationed in CONUS who has dependents, see par. U5370-H; for a member stationed OCONUS, with or without dependents, who is separated from the Service under other than honorable conditions, see par. U5370-B2.); or
- e. Separated under conditions in par. U5365-A.

U5360-L:

U5365-A:

A. HOS Authorized. A member on active duty is authorized HHG transportation from the last or any previous PDS, from a CONUS designated place, from anywhere the member elects (subject to par. U5340), from storage, or any combination thereof, to the member's HOS (under par. U5130) when the member is:

1. Retired for physical disability or placed on the TDRL (without regard to length of service);
2. Retired with pay for any other reason (including transfer to the Fleet Reserve or Fleet Marine Corps Reserve) immediately following at least 8 years of continuous active duty with no single service break of more than 90 days (B-160488, 14 February 1967);
3. Separated with severance or separation pay immediately following at least 8 years of continuous active duty with no single break of more than 90 days; or
4. Involuntarily released from active duty with readjustment or separation pay immediately following at least 8 years of continuous active duty with no single break of more than 90 days.

Except for a member undergoing hospitalization, medical treatment, education or training, or in other deserving cases (pars. U5365-D, U5365-E, and U5365-F), HHG must be turned over for transportation within 1 year following active duty termination. HHG transportation is authorized to a place other than the member's HOS, or part to the HOS and part to some other place, provided the member bears all costs in excess of transportation of the member's maximum PCS HHG weight allowance in one lot to the HOS, HOR, or the PLEAD, whichever provides the greatest cost (54 Comp. Gen. 1042 (1975)).

U5365-K:

K. Member Dies after Retirement or Release

1. After Selecting a Home. If a member, authorized HHG transportation to a HOS under par. U5365-A, dies after selecting a home under par. U5130, but before HHG transportation, the HHG may be transported, at the dependents' request, to the member's HOS, or other dependent-selected place, or partly to each. The dependents are financially responsible for all costs in excess of the transportation cost in one lot to the member's HOS. If there are no surviving dependents, the HHG may be transported to the home of the person legally authorized to receive them. That person is financially responsible for all costs in excess of the transportation of the member's maximum PCS HHG weight allowance to the member's HOS. Par. U5365 also applies when the member completed travel to the HOS.
2. Before Selecting a Home. If a member, authorized HHG transportation to a HOS under par. U5365-A, dies before selecting a home under par. U5130, or if a home has been selected before HHG transport and the member's travel to the HOS, the HHG may be transported at GOV'T expense at the dependent's request to the member's HOS or the dependent-selected home that would have been authorized under par. U5130-A, or partly to each. The dependents are financially responsible for all costs in excess of the transportation of the member's maximum PCS HHG weight allowance in one lot to the dependent-selected home. If there are no surviving dependents, the HHG may be transported to the home of the person legally authorized to receive them.
3. Time Limits. The same time limits as prescribed for a member in par. U5365 apply to HHG transportation and NTS made by surviving dependents, or the person legally authorized to receive the HHG.

U5372-C1:

1. General. HHG transportation is authorized to a member's HOR or to the member's dependents' residence (including the member's spouse in the case of a member-married-to-member couple), next of kin, or other person authorized to receive custody of the HHG when official notice is received that the member is:

- a. Dead,
- b. Injured or ill and the anticipated period of hospitalization or treatment is expected to be of prolonged duration as shown by a statement of the commanding officer at the receiving hospital, or
- c. Absent for a period of more than 29 days in a missing status.

Subject to par. U5372-B, special routing and services are authorized under par. U5340-E when desired by the member (if injured or ill), the member's dependents, next of kin, or other person authorized to receive custody of the HHG. In addition, when dependents are residing OCONUS at the time the member on permanent duty OCONUS dies, the OCONUS HHG may be transported to NTS under par. U5380, and/or a part of the HHG may be transported to the interim location where the dependents are to reside pending a decision on where to exercise the authority for a final HHG move. Within the time limit established in par. U5372-B3, the HHG may later be transported to the final destination requested by the dependents and authorized/approved under par. U5372-B1. If the dependents take physical possession of the HHG at the interim location, they must agree to bear all costs in excess of the transportation cost of the 18,000 pounds maximum HHG weight allowance in one lot from the OCONUS origin to the final destination via that interim location. In determining the excess costs, the cost of authorized SIT while the HHG are in transit are part of the cost of one shipment from origin to final destination. HHG in NTS, at a designated place or specific location, may be transported to that interim location at GOV'T expense for the dependent's use only if the dependent's final destination is at the interim location to which the HHG are to be transported.

U5390-A:

*A. **General.** A member may transport HHG between any locations. The GOV'T's expense *is limited to* that allowed for the member's maximum PCS HHG weight allowance transported in one lot from the last PDS, or from the actual HHG location, to the new PDS or legal heir's home, whichever results in a lesser cost to the GOV'T. This also applies to a member on a PCS authorization/order from an administratively weight restricted area. Par. U5340-C1.

Example 1: A member has a PCS authorization/order to an unaccompanied OCONUS PDS. The member transports UB (part of the PCS HHG weight allowance) to the new PDS, HHG to the new PDS, and HHG to a designated location. Since the new PDS, and the designated location are authorized points to which HHG may be transported, the 'One Lot' rule does not apply provided the total HHG shipped in the three shipments do not exceed the member's maximum HHG weight allowance. However, if the weight of the three shipments exceeds the member's authorized PCS weight allowance, see par. U5340.

Example 2: A member has a PCS authorization/order from one CONUS location to another. The member transports HHG to the new PDS and HHG to the member's parents' house. Since the member's parents' house is not an authorized location the one lot rule applies and the member is limited to the cost of the member's maximum PCS HHG weight allowance transported in one lot from the old to the new PDS.

Example 3: Incident to a member's PCS from Washington, DC, to unusually arduous sea duty in Norfolk, VA, the member's HHG are transported to a designated place in Detroit, MI. The HHG are later moved at personal expense to Fargo, ND. The member is subsequently ordered on PCS to Key West, FL. The HHG transportation cost to Key West, FL, from Fargo, ND, is compared to the transportation cost of the member's maximum PCS HHG weight allowance (less the weight of any UB/HHG moved between PDSs) from Detroit, MI. However, if the *weight* of the two shipments (from Fargo and Norfolk) exceeds the member's authorized PCS *weight* allowance, see par. U5340.

U5390-B, Table, item 48:

| Authorization/Order Type And JFTR References | HHG Authorized Locations And Weight Allowance (Footnote Explanations Follow Summary) |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| * * * * | * * * * |
| 48. Member dies after retirement or release, after selecting a home but before HHG transportation (par. U5365-K1) | 9, 13 (“or place selected by dependents NTE member’s maximum PCS HHG weight allowance in one lot to HOS”) |
| * * * * | * * * * |

U5500-A:

A. General. This Part prescribes mobile home transportation allowances for a member ordered to make a PCS move. Transportation of the TDY HHG weight allowance under Chapter 4, Part G, for TDY en route, is authorized in addition to mobile home allowances. *The constructed GOV'T cost to transport the mobile home, any HHG removed from the mobile home (see par. U5515-G), and unaccompanied baggage/HHG to the new PDS for the member's use, cannot exceed the GOV'Ts 'Best Value' cost to transport the member's maximum PCS HHG weight allowance between the old/new PDSs. The constructed measure for mobile home transportation is always the 'Best Value' transportation cost of the member's maximum PCS HHG weight allowance between the authorized points.* (Example: A member moves from a PDS in NC to a PDS in CA. The mobile home is moved from NC to MO. The mobile home transportation cost from NC to MO is compared to the PCS HHG weight allowance transportation cost from NC to CA.) For the Armed Forces and NOAA, the member's maximum cost authorization is determined by using the 'Best Value' methodology for the channel times the member's authorized maximum HHG weight amount for grade/dependency status. For details on determining best value costs refer to the USTRANSCOM website under DP3 business rules at http://www.transcom.mil/j5/pt/dtr_part_iv.cfm. For PHS, the GOV'T's cost to transport the member's maximum PCS weight allowance is determined by using the method PHS would have selected to transport the member's HHG.

JTR REVISIONS

C5154-I NOTE:

NOTE: *The total GOV'T expenditure must not exceed the cost of transporting the maximum HHG weight allowance in one lot by the method selected under par. C5160, from the employee's last PDS (or new appointee's actual residence at the time of appointment) to the new PDS (FTR §302-7.7).*

C5160-C3:

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). 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.

C5160-E:

E. Split Transportation (FTR §302-7.3). If actual expense HHG transportation is authorized, an employee may ship 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.

C5160-G1b:

b. Not exceed the GOV'T-arranged move transportation cost of transporting the maximum HHG weight allowance in one lot between authorized places, when GOV'T-arranged move is available; and

C5167-C2c(2):

(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).

C5265-A3:

3. The employee's maximum allowances are determined by using the 'Best Value' methodology for the channel times the maximum weight (18,000 lbs). For details on how 'Best Value' costs are determined refer to the USTRANSCOM website under DP3 business rules at http://www.transcom.mil/j5/pt/dtr_part_iv.cfm.

C5265-C:

C. Employee Married to Employee. When both spouses are employees, they may combine their PCS HHG weight allowances if each has a PCS travel order to determine the maximum Government cost liability to move their mobile home when each employee is authorized:

1. A mobile home allowance, and
2. Movement of a mobile home on a PCS travel order.

NOTE: *Only 90 days of storage of the combined weight may be included in the GCC calculation.*

C5265-D:

D. Employee Married to Uniformed Member. When one spouse is an employee and the other a uniformed member, and each has a separate PCS travel order, they may combine their PCS HHG weight allowances to determine the Government's cost liability to transport their mobile home. See JFTR, par. U5505-B **NOTE**.

NOTE: *Only 90 days of storage of the combined weight may be included in the GCC.*

C5885-B4:

4. HHG transportation and POV shipment to the/an:
 - a. New PDS,
 - b. Old PDS, or
 - c. Alternate destination selected by the immediate family, NTE the GCC between the old and new PDSs;

JFTR/JTR REVISIONS

APP A1:

GOVERNMENT TRANSPORTATION. Transportation facilities owned, leased, or chartered, and operated by the U.S. Government for transportation on land, water, or in the air. (*Also see **Government Conveyance.***)

GOVERNMENT (TRANSPORTATION) CONSTRUCTED COST (GCC). The ‘Best Value’ cost the Government would have paid for Government-procured HHG transportation.

GOVERNMENT TRANSPORTATION REQUEST (GTR) (Standard Form 1169). An accountable Government document used to procure common carrier transportation services. The document obligates the Government to pay for transportation services provided. See **TRANSPORTATION REQUEST.**

APP A4:

| | |
|------|----------------------------------------------|
| GARS | Government Administrative Rate Supplement |
| GCC | Government (Transportation) Constructed Cost |
| GMR | Government Meal Rate |