

APPENDIX L

DOMESTIC AND INTERNATIONAL TRANSIT TIMETABLES

A. GENERAL

1. Transit times were developed by United States Transportation Command (USTRANSCOM) in coordination with Service headquarters based on actual transportation experience, capabilities, and schedules.
2. These are maximum government transit times allowed for Transportation Service Providers (TSPs) to move shipments from origin to destination and will be used to construct required delivery dates (RDD); however, sound traffic management principles, customer's needs, existing policies, and TSP's capabilities will apply.
3. The applicable Transit Times for Domestic – International Transit Timetables is listed on the Defense Personal Property Program (DP3) System website at https://www.ustrancom.mil/dp3/docs/otherpdfs/0500+DP3_BUSINESS_RULES_REGULATIONS_AND_FORMS/2022-U~1.ZIP. In addition, including [Table L-1](#). Rate Area Definitions are used to locate responsible origin and destination to and from overseas locations; see domestic and international transit timetables link above. Any questions referencing transit times contact USTRANSCOM Operations at transcom.scott.afb.tcj9.mbx.pp-ops@mail.mil.

B. DETERMINING TRANSIT TIME AND RDD FOR INTERNATIONAL HOUSEHOLD GOODS/UNACCOMPANIED BAGGAGE CODES OF SERVICE (COS) 4, 6, 7, 8, T, AND SEGMENTED TRANSIT TIMES

1. Transit times are maximum times required and will be used when constructing the RDD. TSPs can negotiate a planned delivery date with the customer to establish a final RDD.
NOTE: The Bill of Lading and SF1200 (Correction Notice) should be the source document for validating the final RDD.
2. Determining RDDs in conjunction with transit times is calculated as such: day after pickup is counted as 1st day of transit time. Transit times will be measured in calendar days (Saturdays, Sundays, and holidays are counted as part of the transit times).
3. Day of pickup and delivery will not be scheduled on Saturdays, Sundays, or holidays unless there is a mutual agreement between customer, Personal Property Shipping Officer (PPSO), and TSP.
4. A lesser transit time may be applied by a transportation officer to satisfy needs of the Department of Defense (DoD)/Coast Guard customer when valid reasons exist, and proper justification is provided.
5. When assigning a transit time less than what is published in the transit time tables, a TSP refusing to accept a shipment will not be charged with a refusal or given an administrative shipment. Any TSP who accepts a lesser transit time will be expected to satisfy the requirement.
6. Segmented times enable PPSOs to determine whether the TSP, Air Mobility Command (AMC), or both are responsible for missed RDDs. TSP's responsibility to prove they are not accountable for missed RDDs will remain unchanged.
7. When PPSOs review TSP's appeals, claiming RDDs were missed due to delays by AMC, PPSOs should use the Transportation Control and Movement Documents (TCMD) or cargo manifests that show release information to and from AMC system to validate TSP's claims.

- a. Transit timetables provide separate transit time standards for TSP and AMC for Code T/Transportation Priority (TP), TP-2 and TP-4 shipments. The four columns identified as Column I/T-1, Column J/T-2, Column K/T-3, and Column L, apply to Code T/TP-2 shipments.
- b. TSP and Government Segments are as follows:
 - 1) **Column I: T-1** represents amount of transit time TSP is allotted to get to the Aerial Port of Embarkation (APOE). The transit time must include packing, pickup, and transportation to designated APOE.
 - 2) **Column J: T-2** represents the total amount of time allotted to AMC from receipt of shipment from origin TSP/Port agent at APOE to truck out to TSP/agent of the shipment at designated Aerial Port of Debarkation (APOD).
 - 3) **Column K: T-3** is TSP/destination port agent processing time and transportation from APOD and delivery to customer.
 - 4) **Column L:** The Defense Personal Property System (DPS) transit times is the total transit time of Columns I, J, and K.

NOTE: Code T/TP-4 is indicated in separate columns M-P in same format as TP-2.

8. The following is an **example** of how to use segmented transit times:
 - a. TSP has 30 days and AMC has 14 days, for a total transit time of 44 days. If shipment misses RDD by 7 days, TSP will be considered responsible, subject to appeal.
 - b. TSP shall document time in and out of aerial ports, Global Air Transportation Execution System (GATES) should show AMC took 17 days. In this example, AMC is only allotted 14 days, 3 of 7 days shipment was late would not be levied against TSP; however, TSP would be responsible for 4 of the 7 days if customer files an Inconvenience Claim (IC).
 - c. If PPSO assign transit times either greater or less than what is posted in this appendix, transit times will be added to or subtracted from TSP's allotted transit time. AMC transit time will not change.

EXAMPLE: Transit time chart gave TSP 30 days, and AMC 14 days. If PPSO establishes a transit time of 49 days, TSP would be allowed 35 days and AMC 14 days. If PPSO establishes a transit time of 39 days, TSP would be allowed 25 days and AMC 14 days.

C. TRANSIT TIMES FOR UNACCOMPANIED BAGGAGE SHIPMENTS BETWEEN THE CONTINENTAL UNITED STATES, HAWAII, AND OVERSEAS FOR COS J

1. Transit timetables provide separate transit time standards for TSP and government segments for Code J shipments. The four columns identified as J1, J2, J3, and DPS Transit Times are applicable to Code J shipments.
2. TSP and government segments are as follows.
 - a. **Column I: J-1** represents amount of transit time TSP is allotted. The transit time must include packing, pickup, and transportation to designated APOE.
 - b. **Column J: J-2** represents the total amount of time allotted to AMC from receipt of shipment from origin TSP/Port agent at POE to truck out to TSP/agent of the shipment at designated Port of Debarkation (POD).
 - c. **Column K: J-3** is TSP/destination port agents processing time and transportation from pickup APOD and delivery to customer.

d. **Column L:** is total of columns J1, J2, and J3 representing total transit time allowed.

NOTE: TSP packing, pickup, origin/destination processing port agent handling, and delivery does include weekends and holidays as total transit time towards RDD.

3. Segmented times enable PPSOs to determine whether TSP, AMC, or both are responsible for missed RDDs. TSP’s responsibility to prove they are not accountable for missed RDDs will remain unchanged.
4. When PPSOs are reviewing TSP’s appeals, claiming RDDs were missed because of delays by AMC, PPSOs should use TCMD or cargo manifest that show release information to and from AMC to validate TSP’s claims.
5. The following is an example of how to use segmented transit times:
 - a. TSP has 27 days, and AMC has 14 days, for a total transit time of 41 days. If shipment misses RDD by 7 days, TSP will be considered responsible, subject to an appeal.
 - b. TSP should document time in and out of aerial ports. In this example, AMC is allowed 14 days, 2 of the 7 days shipment was late would not be levied on TSP. TSP would be responsible for 5 days if the customer files for an IC.
 - c. In the event PPSO assign transit times either greater or less than the amount in this appendix, the transit times will be added to or subtracted from TSP’s allotted transit times. AMC time will be considered constant.

EXAMPLE: Transit time chart gives TSP 30 days, and AMC has 8 days. If PPSO establishes a transit time of 45 days, TSP would be allowed 37 days and AMC 8 days. If PPSO establishes a transit time of 35 days, TSP would be allowed 27 days and AMC 8 days.

Table L-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

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