

## 5 Household Goods Services

### 5.1 *Scope of Service*

This section discusses the performance requirements for the shipment and storage of an employee's household goods. The Responsible Transportation Officer (RTO), or the relocating employee, or a properly authorized representative, shall establish firm service dates in conjunction with the Transportation Service Providers (TSPs) accepting shipments offered under this Household Goods Tender of Service (HTOS). Dates establish the timeline for the prompt performance of all necessary origin and destination services for domestic and/or international shipments including Household Goods (HHG), Unaccompanied Air Baggage (UAB), Privately Owned Vehicle (POV) and Storage-in-Transit (SIT).

#### 5.1.1 General Services to be Furnished

Services to be furnished for all CHAMP shipments include:

- On-site pre-move surveys (telephonic in limited approved cases)
- Packing at origin residence using proper materials, e.g. cartons, containers, padding
- Inventorying, loading and debris removal at origin
- Shipment or transportation of property from origin to destination
- SIT when required
- Delivery to residence
- Unpacking and debris removal at destination
- Removal and placement of each article in the residence warehouse, or other building
- Disassembly and reassembly of appliances and other approved property, including hiring a third party if required, to perform the service
- UAB shipments, i.e., preparation, shipment and delivery of UAB to overseas locations
- Shipment of POV, i.e., preparation, shipment, and delivery of Privately Owned Vehicles.

These services shall be performed on, before or after the date shown on the Bill of Lading (BL) (Commercial Bill of Lading (CBL) or Government Bill of Lading (GBL) as appropriate). The required delivery date noted on the BL will not be construed by the TSP as a request for expedited service unless specifically authorized by the RTO. The physical transfer of individual shipments from one linehaul vehicle to another will be held to a minimum. TSPs shall maintain continuous control of shipments and shall be responsible for monitoring and tracing to ensure prompt completion of all services.

In those instances when a TSP has the capability, it may make available (at no cost to Federal agencies) electronic communications for such purposes as shipment booking, tracing and claims settlement information.

### **5.1.2 Additional Scope of Service for International Shipments**

Unless directed otherwise by the employing Federal agency, for international shipments, the TSP shall be required to:

- Place HHG in Type II containers at origin
- Provide surface transportation to the ocean carrier's terminal
- Transfer of goods to sea shipping container, if necessary
- Provide transportation of shipping containers to port of debarkation
- Transfer goods loaded in Type II containers from sea containers to motor TSP, if necessary
- Deliver HHG into storage or to destination residence or place Type II containers in sea containers at origin residence and transport to destination residence or storage facility. These services supplement the general services to be provided to all CHAMP shipments. See also those provisions applicable to international shipments only below.

## **5.2 General Provisions for HHG Shipments**

This section discusses the general provisions for the transportation of HHG. They apply to all domestic shipments. They also apply to all international shipments subject to the supplementary procedures in Section 5.3 below.

All communication with the government for the purposes of shipping, booking, tracing and settling claims shall be in writing unless waived by the RTO or Program Management Office (PMO). Electronic communications are preferred, if available.

### **5.2.1 Pre-Move Survey**

The TSP shall perform a pre-move survey of the HHG to be transported. All surveys are to be conducted onsite at the primary pick-up location. Upon request of the TSP, in extraordinary circumstances, the RTO may waive this requirement in favor of a telephone survey.

### 5.2.1.1 Conducting the Survey

Appointments shall be made with the employee or their authorized agent, and, if changes need to be made, timely communication is required. The survey will determine items to be shipped, approximate weight, and materials needed to pack and move the shipment. All major items of furniture, appliances and equipment should be noted. Special packing materials needed for fragile items, flat screen televisions, front load washers and dryers or other special materials shall be noted. The scheduled dates for packing and pick-up will be determined at this time. At the time of the survey, the TSP shall provide the employee or their agent a copy of GSA's "Your Rights and Responsibilities". This is available from the GSA [Household Goods Transportation](#) website at Agency Shipping Household Goods > Rights and Responsibilities Pamphlet.

Upon completion of the survey, the employee or their agent will be provided a signed copy of the pre-move survey including the TSP's estimated weight and other documentation.

### 5.2.1.2 Establishing Pick-up Date

TSPs will be provided at least five (5) business days advance notice when tendered shipments. Under unusual circumstances, TSPs may agree, but are not obligated, to accept pick-ups on less than five (5) business days notice. When shipments are accepted with less notice, the TSP is obligated to the agreed pick-up date.

- For domestic shipments, the employee or his authorized representative and the TSP shall establish and agree to a pick-up date.
- For international shipments, the RTO and the TSP shall establish and agree to a pick-up date.

## 5.2.2 Packing

The TSP is responsible for packing HHG shipments in a professional manner. All items will be packed so as to prevent damage or loss of personal property. The packing will be done in such a manner as to minimize weight. The TSP shall pack efficiently and effectively using the smallest cubic measurement producing packages that will withstand normal movement without damage to the transporting vehicle, liftvan/container, or contents.

The TSP has the responsibility to inspect all pre-packed goods to ascertain the contents, and their condition, and that only articles not otherwise prohibited by the TSP's tariff and this HTOS are contained in the shipment. Furthermore, when it is determined by the TSP that pre-packed goods require repacking, such packing will be performed by the TSP.

### 5.2.2.1 Container Requirements

The number and weight of containers will not be greater than necessary to accomplish efficient transport.

#### 5.2.2.1.1 *Original Containers*

At the employee's request, articles such as electronic equipment and computer equipment and peripheral devices (e.g., printers, modems, external drives, etc.) will be packed in original containers by the TSP when furnished by the employee and if the containers are in good condition for shipping purposes. When original cartons are utilized, the provisions of Section 5.2.2.1.2 below do not apply.

When the original containers are not available and, when necessary to protect electrical equipment for safe transportation or during SIT, such equipment will be completely wrapped in paper or unicellular polypropylene foam and packed in a carton with enough padding to provide insulation necessary to prevent contact of one article with another and to eliminate movement of any article in the liftvan/container. When packing in a carton is not necessary, the items will be properly wrapped and padded for protection.

#### 5.2.2.1.2 *Cartons*

Cartons of solid or corrugated fiberboard will be used for packing linens, books, bedding, lampshades, draperies or other similar articles. After packing, cartons shall be sealed by taping lengthwise at the joint on top and bottom. The inside dimensions of the carton (length, width, and depth totaled) will not exceed seventy-five (75) inches with a weight limitation of sixty-five (65) pounds. All corrugated cartons shall be stamped with a manufacturer's certificate indicating name of manufacturer, minimum combined weight of facings, size limit, gross weight limit and information indicating type of carton. Cartons lacking such certification are not authorized for use. Egg crates, fruit or vegetable crates, tea crates and similar type boxes will not be used, even when packed by the property employee. Overflow boxes will not be of triwall or corrugated cardboard construction.

#### 5.2.2.1.3 *Barrels, Fiber Drums, and Cartons*

Wood barrels, fiber drums or cartons with a capacity of not less than five (5) cubic feet are to be used for packing glassware, chinaware, bric-a-brac, table lamp bases and other fragile articles. When packing fragile items has been completed and space is left in a dish pack, such space may be used for packing other lightweight items. These containers will not contain more than 120 pounds. Corrugated containers may be used instead of barrel or drum-type containers. No more than 120 pounds of material will be packed therein. The sum of the interior horizontal and vertical girths will be not less than 157 inches for wooden barrels, fiber

drums or other drum-type containers. The cube of corrugated containers will be determined by actual measurements. All barrels or fiber drums will be securely headed and marked "This End Up."

#### *5.2.2.1.4 Crates*

Except for the packing of grandfather clocks, glass and marble tabletops, projection televisions, flat panel televisions and pool table slate, the use of crates must be authorized by the RTO.

### **5.2.2.2 Packing Materials**

TSPs will only use new materials in sufficient quantities and of sufficient quality to protect the employee's property during packing, shipping, storage and unpacking. The use of damp, wet or unclean packing is prohibited.

#### *5.2.2.2.1 Wrapping*

Wrapping paper or unicellular polypropylene foam will be new, clean and appropriate for the purposes intended. Each item of silverware, silver ornamentation or brass that is not coated to prevent tarnishing will be completely wrapped in unicellular polypropylene foam or non-tarnish tissue paper.

#### *5.2.2.2.2 Paper, Waxed or Treated*

All waxed paper used will be manila wax or equivalent. Treated paper may be used if it is butcher type paper.

#### *5.2.2.2.3 Unicellular Polypropylene Foam*

All unicellular polypropylene foam wrapping material will be new, clean and will conform to [Federal Specification PPP-C-1797A](#).

#### *5.2.2.2.4 Padding*

New and good quality used-wood excelsior pads, unicellular polypropylene foam, shredded paper pads or other equally suitable material will be used when required.

#### *5.2.2.2.5 Filler Material*

Good quality wood excelsior pads, wood wool excelsior pads, shredded paper pads, cellulosic (bubble pack, etc.) cushioning material, fiberboard, corrugated fiberboard, unicellular polypropylene foam, unprinted newsprint, and/or kraft paper will be used as a filler.

### 5.2.2.3 Marking Requirements

All packed or wrapped items shall be marked on the exterior in general terms as to the nature of the contents. Each carton or other piece of the shipment shall be identified with an inventory number that will be recorded on the inventory form.

If a shipment will be going into SIT, each carton or piece of the shipment shall also be identified with a lot number and last name of the employee.

### 5.2.2.4 Books

Books will be placed in cartons. All books of similar size will be packed together in rows. Pads of solid or corrugated fiberboard will be inserted between rows and packed tightly, wedged with pads or paper, if necessary, to fill out the carton and prevent chafing. Books normally will not be packed more than two (2) rows high in a book carton.

### 5.2.2.5 Fragile items

Use of clean bubble type or other modern method of packing is required for the packing of glassware, chinaware, bric-a-brac, table lamp bases and other fragile articles. Packing of fragile items shall be such as to keep the articles safe from the normal hazards of transportation. Use of excelsior or shredded paper is not acceptable.

### 5.2.2.6 Kitchenware

All kitchenware will be padded and packed into cartons. Kitchenware shall not be packed with other items.

### 5.2.2.7 Linens, Clothing, and Draperies

Linen, clothing, draperies and similar items may remain in drawers, chests, dressers, trunks, etc., when considered safe for carriage. If considered unsafe for carriage, these items will be packed carefully into new cartons which will be properly sealed at residence.

This provision applies to domestic shipments only.

### 5.2.2.8 Use of Wardrobes

On domestic door-to-door shipments, clothing normally on hangers will be hung in wardrobes.

This provision applies to domestic shipments only. See Section 5.3.11.3 below for the use of wardrobes for international shipments.

#### 5.2.2.9 Mirrors, Pictures, Stone Table Tops

Subject to the restriction contained in Section 5.2.2.1.4 above, mirrors, pictures and paintings, both glass-faced and non-glass-faced, glass, or stone table tops and similar fragile articles will be wrapped and packed in a crate, if authorized by the RTO, or suitable fiberboard carton.

When more than one article is packed in any one crate or carton, a divider will be provided. No more than four (4) articles will be packed in any one crate or fiberboard carton. Stone or marble tabletops will be packed separately. Small pictures, paintings, mirrors and similar articles will be carefully packed into cartons and properly sealed at residence.

#### 5.2.2.10 Lampshades, Ornaments

Lampshades, ornaments, small toys and other small items easily crushed will be wrapped and placed in cartons and will be insulated from the carton walls and from other items. Lampshades will be wrapped individually with new paper or new unicellular polypropylene foam, placed in cartons and cushioned to prevent shifting or damage.

#### 5.2.2.11 Mattresses

Mattresses will be placed in new mattress cartons or plastic bags at the residence and sealed with tape. Plastic bags, if used, shall have a minimum thickness of 3 mils, and may only be used when a direct delivery address has been designated on the BL.

#### 5.2.2.12 Rugs and Pads

All rugs and rug pads will be properly rolled and not folded. Rugs will not be folded or bent to an extent that may cause damage to the rug.

### **5.2.3 Surface Protection**

All articles having surfaces liable to damage by scratching, marring, soiling or chafing will be wrapped at time of loading at residence in textile or paper furniture pads, covers (other than burlap) or other acceptable wrapping materials. When storage of these articles is necessary, they will be afforded the same protection against damage.

### **5.2.4 Appliance Servicing**

Appliance servicing includes the servicing and unservicing of household appliances and other articles which have free moving parts, mechanisms, attachments or accessories which, if not properly serviced, might be damaged or rendered inoperative during transit. Each appliance serviced will be appropriately labeled to indicate that it must be serviced at destination before use (reversing the process performed at origin).

Appliance servicing will not include disconnecting or reconnecting appliances (including personal computers and related peripheral devices), repairing articles, removal or installation of radio/television antennas or air conditioners, wiring, gas connections, plumbing service, preparing audio equipment for transport, or dismounting and remounting home entertainment systems.

#### 5.2.4.1 Washers

Washers requiring servicing will be secured with washer kits, washer packs, washer locks or special plastic inserts. The use of sheet fiberboard/cardboard is prohibited.

#### 5.2.4.2 Appliances and Electrical Equipment

Appliances and electrical equipment requiring other servicing will be serviced in accordance with the best prevailing industry shipping practices.

### 5.2.5 Items of Unusual Nature

Items of unusual nature include, but are not limited to, German shanks, grandfather clocks, waterbeds with attached wall units, steel shelving, pool tables, elongated work tables and counters. These items may require special service by a third party to be prepared for safe transportation. This third party service, including disassembly and reassembly, must be approved in advance by the RTO. TSP shall not perform these services unless requested and approved by the RTO.

### 5.2.6 Disassembly and Reassembly for Transportation

Except as provided in Section 5.2.5 above, the disassembly and reassembly of property such as beds, waterbeds and sectional bookcases for shipment shall be performed by the TSP. The employee is responsible for draining waterbeds and for detaching and reattaching appliances to water and gas lines.

The TSP shall disassemble at point of origin all items of personal property which, in the judgment of the TSP, requires disassembly to ensure safe delivery at destination. Disassembly will be noted on the inventory form at origin.

The TSP is not responsible for removing any outdoor article embedded in the ground or secured to a building, nor the disassembly or assembly of any outdoor articles such as steel utility cabinets, swing sets, slides, sky rides, jungle gyms, television and radio antennas or other outdoor articles of similar nature. If items are disassembled by employee, it will be indicated on the inventory form.



#### 5.2.6.1 Hardware

All nuts, bolts, screws, small hardware and other fasteners removed from articles by the TSP in the preparation for shipment will be placed in a cloth bag or similar durable container and securely attached to the article from which they were removed and will be so noted on the inventory. In the event that hardware that was removed during disassembly is missing during reassembly, the TSP shall be required to furnish replacements.

#### 5.2.6.2 Items Removed From Furniture

Legs and other articles removed from furniture will be properly wrapped, bundled together and identified, e.g., "Dining room table legs, six each", and listed as a separate item on the inventory.

### **5.2.7 Preparation of Shipment Inventory**

Inventory forms will be of multiple copy design, shall specify the name and address of the TSP, and contain an explanation of the exception symbols used to describe the condition of the goods. In addition, there shall be space for indicating the name of the employee and the date of shipment. The same inventory prepared at origin will be used to verify condition and count upon delivery of the shipment.

#### 5.2.7.1 Preparation of Origin Inventory

The TSP shall, in conjunction with the employee or their authorized agent, prepare an inventory listing all articles received for shipment and their condition at origin. The inventory should list clearly and legibly each article of HHG to the extent necessary to properly identify it. Words such as "household goods" or other general descriptive terms will not be used.

An automated inventory may be used if completed at the place of pick-up when the appropriate descriptive information is recorded and copies are provided as required.

Each copy of the inventory of the shipment will bear the signature of the employee, or the employee's agent, together with the signature of the TSP's representative certifying its accuracy and completeness.

##### *5.2.7.1.1 Listing of cartons and contents*

All cartons shall be marked to clearly identify the size of the carton and its contents. The same general identification of contents must also be shown on the inventory. Nothing herein shall be construed as prohibiting the TSP from preparing a detailed or itemized list of carton contents. Each article shall be identified with an inventory number and such numbers shall be recorded on the inventory form.

#### *5.2.7.1.2 Preparation of Inventory for Overflow Items*

A separate inventory will be prepared for overflow items, one copy dispatched immediately to the RTO and one copy to the employee at the time of delivery.

#### *5.2.7.1.3 Preparation of Inventory for High Risk Items*

Unless specifically authorized by the RTO, the inventory prepared in accordance with this section will not contain a listing of high risk items.

#### *5.2.7.1.4 Listing of Firearms*

For all firearms bearing a serial number being shipped pursuant to this HTOS and packed in the original container or a TSP-packed container, the TSP shall place the serial number on the corresponding line in the "condition at origin" column on the descriptive inventory.

#### *5.2.7.1.5 Annotation of Inventory upon Change in Custody*

The TSP shall annotate the inventory to show any overage, shortage, and damage found, including visible damage to external shipping containers, every time custody of the property changes from a TSP to a warehouseman or from one TSP to another.

#### *5.2.7.1.6 Exceptions to the Condition of Goods*

Exceptions to the condition of the goods shall be recorded specifically for each article and brought to the attention of the employee before the goods are removed from the residence. General terms, such as marred, scratched, dented, worn, torn, gouged, etc., shall not be used without supplemental description as to the degree and location of the exception. If the employee disagrees with the TSP's description of the condition of an item, the disagreement will be noted on each copy of the inventory.

#### *5.2.7.1.7 Omission of an exception symbol*

Special care shall be exercised to ensure that the inventory list reflects the true condition of the property. Omission of an exception symbol will indicate the article is in good condition except for normal wear.

### **5.2.7.2 Preparation of Destination Inventory**

When unloading and unpacking articles at the destination residence, the TSP shall use the same inventory prepared at origin to:

- Verify delivery at destination
- Inspect each article for damage
- Check the inventory against possible loss of or damage to the HHG.

This inspection will be done in conjunction with the employee or their authorized representative. A record will be made of any difference in count or condition from that shown on the inventory list prepared at origin and such record will be jointly signed by the TSP and the employee or their authorized representative. The record of count and condition will be indicated on the inventory form, other delivery document, or the form prescribed by the shipping Federal agency. Discrepancies will be noted on the last page of the inventory. If articles are missing, every effort will be made to locate these items and forward them to the employee by expedited means, at no additional cost to the Government or the employee.

#### 5.2.7.3 Receipt of Firearms

TSPs who deliver firearms in interstate or foreign commerce shall obtain a written acknowledgment of receipt from the recipient of any package containing a firearm.

### 5.2.8 Pick-up and Delivery Services

When a shipment is accepted at origin, the TSP agrees to meet the required pick-up and delivery dates on the BL unless the RTO provides other instructions. The shipment will be moved according to the transit times in Section 10 unless otherwise modified in the RFO. Expedited service is not permitted unless directed by the RTO.

Pick-up may be performed by the TSP's local agent with transfer to a linehaul agent at the origin terminal facility.

Pick-up and delivery will be performed on weekdays during normal business hours (8 am -5 pm local time). Weekend and holiday services are not authorized. If a required delivery date falls on a holiday or weekend, the service will be performed on the next available workday. Only the RTO can authorize services after 5 pm local time or on weekends/holidays.

When packing, loading, unloading or unpacking during adverse weather conditions could create a potential hazard to the employee's household goods or personal effects, such services will be suspended until more favorable weather conditions exist unless otherwise mutually agreed to in writing by the TSP and the employee. TSPs shall, if requested, produce a copy of this in writing to the PMO.

#### 5.2.8.1 Protection of Residence Floors & Protection for Buildings

A substantial cover for flooring and carpeting in the employee's residence will be provided during packing, loading and delivery to prevent scratching, gouging, marring or soiling the floor or carpet of the residence. The TSP shall furnish padding or other protective material for the interior of the buildings, including elevators, for the duration of the move under this HTOS.

#### 5.2.8.2 Unloading, Unpacking and Placement

The TSP or its local agent shall unload the HHG shipment at the employee's residence, unpack the shipment, and place items as specified below.

Unloading at destination includes:

- One-time laying of rugs
- One-time placing of furniture and like items in the appropriate room of the dwelling or a room designated by the employee
- Unpacking of all boxes, cartons and/or crates
- Placing the contents of the unpacked containers in the room designated by the employee
- Placing items in cabinets, cupboards, or on shelving in the kitchen shall be done when convenient and consistent with the safety of the items and proximity of the area desired by the employee. This does not include arranging articles in a manner desired by the employee
- Re-hanging of all clothes from wardrobes.

#### 5.2.8.3 Recording Loss and Damage

The TSP shall record loss and damage revealed while unloading and unpacking. When unloading and/or unpacking articles at the destination residence, the TSP shall, in coordination with the employee or the employee's authorized agent, inspect each article for damage and check the inventory against possible loss of or damage to articles. A record will be made of any difference in count and condition from that shown on the inventory prepared at origin, and such record will be jointly signed by the TSP's representative and the employee or the employee's authorized agent. Such record or count and condition will be indicated on the Notification of Loss or Damage at Delivery or Notification of Loss or Damage AFTER Delivery documents, as applicable.

#### 5.2.8.4 Removal of Debris

Packing and loading at origin and unloading and unpacking at destination includes removing from the employee's residence, including driveway and curbside, all empty TSP-provided containers, packing materials, cartons and other debris such as nails accumulated incident to packing and loading. Additionally, any debris which may have accumulated on the street or adjacent property or in parking spaces will be removed.

### ***5.3 Provisions Applicable to International Shipments Only***

The following provisions are applicable only to international shipments. These supplement the general provisions above.

#### **5.3.1 Use of US and Foreign Flag Vessels**

The TSP shall use vessels of United States registry for the ocean portion of overseas shipments and book shipments for container or below deck stowage. However, when it is determined that the use of a vessel of United States registry will not provide the required service, the TSP shall request permission to use a Foreign Flag vessel prior to start of shipment.

Requests for permission to use a Foreign Flag vessel shall be made to RTO on the form "Request for Approval of Use of a Foreign Flag Vessel" (see Appendix C). Approval will be granted only when the TSP certifies in writing that US flag shipping is not available or the use of foreign flag shipping is necessary to meet delivery requirements.

#### **5.3.2 Overflow and Split Shipments**

##### **5.3.2.1 Ocean Shipments**

Shipments may be split between ocean containers but not between ocean voyages. The TSP shall book all items of a single shipment together on the same vessel and the same voyage or departure. In the event that a portion of any shipment should be shut out by the ocean carrier, the TSP shall notify the RTO.

##### **5.3.2.2 Non-Ocean Shipments**

If it is necessary to split a shipment for the non-ocean linehaul movement, the established Required Delivery Date (RDD) is applicable to all parts of the shipment.

##### **5.3.2.3 Use of Agents in Unnamed Localities**

An agent furnishing services in a locality not named in the RFO or HTOS may provide agent services to a requesting TSP provided, however, that the TSP has obtained the permission of the RTO to use that agent prior to commencement of performance.

#### **5.3.3 Containers**

All HHG containers, i.e., liftvans, used by the TSP shall be constructed to the specifications of the containers tested in accordance with [ASTM D4169](#), "Standard Practices for Performance Testing of Shipping Containers and Systems."

The primary liftvan for surface shipments under this HTOS is the 206 cubic foot (exterior) box which conforms to the approved material and structure requirements for Surface Deployment and Distribution Command (SDDC) container number 186-A (as modified by SDDC Approval Code 186-1) and SDDC container number 152-A-1 (Mod) as specified in [SDDC Pamphlet 55-12](#).

All containers are to be new, clean and swept. Liftvans will be free from holes or other conditions such as dry rot which could permit the entry of water. Sides and doors, when closed, must fit tightly and securely. Liftvans are to be constructed so as to require a sealant/caulking material to be applied to the joints and door(s) to ensure water tightness. Before each shipment, they will be appropriately caulked, sealed and banded with a material that, when subjected to varying climatic temperatures will not stain or otherwise damage the contents of the shipment. The interior of all containers shall be lined with either a kraft-asphalt-kraft barrier paper of the reinforced type or polyethylene sheeting with a minimum thickness of 4 mils on all sides and the top. New liftvans will be used for each shipment regardless of origin. Liftvans will not become the property of the US Government.

#### **5.3.4 Overflow Boxes (Containerized Shipments)**

Overflow containers shall, at the time of use, be new wooden boxes and shall be limited to use for oversized items that cannot be packed into HHG shipment containers (liftvans) prescribed above. The overflow container normally is of a lesser size than those described in [ASTM D4169](#) or [SDDC Pamphlet 55-12](#). Overflow boxes will be constructed in accordance with [ASTM D6251](#), Standard Specification for Wood-Cleated Panelboard Shipping Boxes and will be caulked and lined with plastic during assembly.

#### **5.3.5 Packing and Stuffing Of Containers**

When used in door-to-door service, all HHG will be packed and stuffed at origin residence unless specific exception is authorized by the RTO. For the authorized exceptions, such items will be listed on the inventory and it will be noted that those items will be packed at the warehouse. A notation will also be made of the name of the Federal Agency employee who authorized the exception.

#### **5.3.6 Items Containerized at Warehouse**

If the RTO permits the TSP to partially containerize a shipment at the warehouse, each item removed from the residence will be annotated on the inventory with code "CW" to indicate that they were containerized at warehouse.

### **5.3.7 Container Marking**

Unless the shipping Federal agency directs otherwise, containers and shipments will be marked according to [SDDC Pamphlet 55-12](#).

### **5.3.8 Container Seals**

The external shipping containers (liftvans) for all containerized HHG will be sealed at the origin pick-up point with accountable seals. Six serial numbered metal seals are required for each household goods liftvan. These seals will secure both ends by overlapping one seal on each side to the ends or door panels and one from the top panel to the ends or doors of the liftvan. Seal numbers will be recorded on the inventory, either beside the container number or annotated by individual container number on the last page of the inventory. The employee or his/her representative will initial on the last page of the inventory attesting to the correct seal numbers listed on the inventory.

### **5.3.9 Position of Containers**

When a shipment is moved via flatbed type vehicle, the containers, i.e., liftvans, will be loaded in an upright position and will not protrude beyond the rear edge of the vehicle bed surface more than twelve (12) inches (no protrusion is permitted on the sides or in front). In all cases of rear overhang, the container must be resting on the weight-bearing surface of the skid.

### **5.3.10 Wooden Boxes**

When using wooden boxes for the packing of property and when such boxes will be stored in an exterior shipping container, such wooden boxes will be new; i.e., used for the first time. The boxes used will be wood cleated plywood or nailed wood. Boxes will be made of new lumber and new plywood and will be well manufactured and free from imperfections which may affect their utility. Size and spacing of nails will be in accordance with the best commercial practice. The use of wood cannibalized from used boxes, re-coopered, or rebuilt wooden boxes is prohibited.

### **5.3.11 Special Items**

#### **5.3.11.1 Bicycles for Overseas Shipment**

When shipped as a separate item and not included within a container, bicycles shall be prepared and packed in the following manner: the handle bar shall be loosened, lowered, turned at a right angle from its usual position, swung downward and retightened when necessary. Wheels or mechanisms shall not be removed or disassembled from the frame. When necessary, pedals shall be removed and secured on edge forward of the seat post or above the

back fender. Before placement into the carton, the bicycle will be wrapped with protective wrapping and padding. Empty areas in the container will be filled to prevent shifting or movement during transit. The container shall be constructed or fabricated in a manner which will accept the bicycle without removal of the front or rear wheel assemblies and meet the requirement of Section 5.2.2.1.3, above.

#### 5.3.11.2 Use of Regular Cartons

Small, lightweight, unbreakable items, to include clothing and linens, will be packed into new (regular) cartons which will be properly sealed at residence.

#### 5.3.11.3 Use of Wardrobes

Clothing on hangers in closets and draperies will be packed in flat wardrobes. Hangers will be removed from clothing, and drapery hooks will be removed from draperies. If requested by the employee, the TSP may use hanging wardrobes for clothing normally on hangers.

#### 5.3.11.4 Rugs and Carpets

For international shipments, rugs and pads will be moth flaked, wrapped in kraft paper and placed in rug boxes/cartons for shipment. A wooden crate may also be used, if authorized by the RTO.

#### 5.3.11.5 Firearms

All Privately Owned Firearms (POF) shall be placed in the Number 1 external shipping container. For international shipments, containers shall be positioned so that they are readily accessible for examination by customs officials when required. This shipping container will be closed and sealed at the employee's residence. Under no circumstances will the TSP be permitted to remove the POF to the warehouse or other facility for placement in shipping containers.

### **5.3.12 Preparation of Container Inventory**

"Bingo cards" or a comparable inventory form will be used to record and identify by inventory line item number those items placed in each liftvan or overflow container. This, in effect, will be an individual liftvan inventory which can be cross referenced with the employee's original descriptive inventory.

### **5.3.13 Preparation of Inventory/Seal Numbers**

Each liftvan shall be sealed with a serially numbered seal. The seal number of each liftvan shall be annotated on the original inventory form.



At destination, the seal serial numbers for each liftvan will be verified against the numbers as applied at origin residence, as noted on the inventory.

### **5.3.14 Pick-up and Delivery**

#### **5.3.14.1 Pick-up**

The TSP shall provide for the physical removal of the property from the employee's residence and placement into liftvans. Liftvans will not be loaded onto the tailgates of motor vans or on extensions to flat bed trailers or equipment. When authorized by the RTO, the TSP may use moving vans to transport loose property between the residence and the TSP's facility at origin.

#### **5.3.14.2 Delivery Notifications**

The TSP shall advise the RTO that a shipment has arrived and is available for delivery. The RTO will have 24 hours in which to confirm delivery arrangements. If delivery arrangements cannot be confirmed by the expiration of the 24 hour period, storage will be authorized and effective as of the date on which the 24 hour period expired.

#### **5.3.14.3 Delivery of Shipments Not Involving SIT**

The TSP shall provide for the physical unloading of the contents of the liftvans into the employee's residence at destination.

- For shipments that arrive prior to the RDD, the TSP shall deliver to the employee or employee's agent prior to the RDD.
- For shipments that arrive after the RDD, the TSP shall deliver in accordance with the RTO's instructions or within two (2) business days after notifying the destination RTO of the shipment's arrival.

#### **5.3.14.4 Delivery of Shipments Involving SIT**

The TSP shall provide for the physical unloading of the property from the liftvans into a warehouse for SIT.

### **5.3.15 Liftvan Weights**

The net weight of shipments transported in liftvans will be the difference between the tare weight of the empty liftvan and the gross weight of the packed liftvan.

## **5.3.16 Shipping Containers**

### **5.3.16.1 Protection of Containers**

All HHG shipping containers, i.e., liftvans, moving in linehaul service by flatbed equipment, will be covered with a waterproof tarpaulin or other material providing equal protection. Such material will cover the cargo on the top and sides down to the vehicle bed and all surfaces of the overhang.

Note: Shipments moving to port agent facilities in Baltimore are considered as moving in linehaul service even though they may be moving within the named localities of Washington, DC, or Baltimore, MD.

### **5.3.16.2 Shipments Held at Terminal Facilities**

Shipments not loaded in sea vans, but under the TSP's control and held at terminal facilities awaiting transportation shall be placed in a secured, fenced and covered area which will provide complete protection from the elements. In any case, all shipments held at terminal facilities shall be placed within a secured fenced area.

## ***5.4 Determination of Weight***

TSPs will determine the weight of each domestic and international shipment transported prior to assessing any charges dependent on the shipment weight. The weight shall be obtained on a scale approved by the appropriate regulatory authority for use in determining the weight of HHG shipments except as otherwise provided in this section.

### **5.4.1 Weighing Procedure for HHG**

Except as otherwise provided in this section, the weight of each shipment will be obtained by determining the difference between:

- The tare weight of the vehicle on which the shipment is to be loaded prior to the loading and the gross weight of the same vehicle after the shipment is loaded, or
- The gross weight of the vehicle with the shipment loaded and the tare weight of the same vehicle after the shipment is unloaded.

Shipments may be weighed on a certified platform or warehouse scale prior to loading for transportation or after unloading.

TSPs may use platform scales to obtain tare and gross weight of containerized shipments.

#### 5.4.1.1 Items Included in Weight

At the time of either weighing, the vehicle will have installed or loaded all pads, dollies, hand trucks, ramps and other equipment required in the transportation of each shipment. Neither the driver nor any other person shall be on the vehicle at the time of either weighing. TSPs will bill for the net weight of a HHG shipment described on the BL. The net weight will consist of actual goods plus special wooden crates (when approved by the RTO), cartons, barrels, fiber drum and wardrobes used to pack linens, books, bedding, mattresses, lampshades, draperies, glassware, chinaware, bric-a-brac, table lamp bases, kitchenware and other fragile articles and the necessary wrapping, packing and filler material incident thereto. The net weight will include a separate weight for designated Professional Books, Papers and Equipment (PBP&E) and for authorized POV. Nothing else will be included in the net weight.

#### 5.4.1.2 Net Weight of Containerized Shipments

In determining net weight on containerized shipments, TSPs will include in the tare weight all padding material, e.g., paper pads, cloth blankets or any wrapping material used as a substitute for cloth blankets, and blocking and bracing material used for a TSP's convenience to protect and secure a shipment.

#### 5.4.1.3 Fuel Tanks on TSP's Vehicle

The fuel tanks on the TSP's vehicle will be full at the time of each weighing. If the tare weighing is the first weighing performed, no fuel may be added to the vehicle's tank(s) until after the gross weight is obtained.

#### 5.4.1.4 Detaching Equipment

The trailer of a tractor-trailer vehicle combination may be detached from the tractor and the trailer weighed separately at each weighing, providing the length of the scale platform is adequate to accommodate and support the entire trailer at one time.

#### 5.4.1.5 Right to Observe Weighing

The shipper, the Government or its representative, or any other person responsible for payment of the charges has the right to each and every weighing of the shipment. The TSP shall advise the shipper, or any other person entitled to observe a weighing, of the time and specific location where each weighing will be performed and shall give that person a reasonable opportunity to be present to observe the weighing. Waiver by a shipper of the right to observe any weighing or reweighing is permitted and does not affect any rights of the shipper under these regulations or otherwise.

## 5.4.2 Weight Tickets

The TSP shall obtain a separate weight ticket for each weighing required under this item except one weight ticket may be used to record both weights when both weights are obtained on the same scale. Every weight ticket shall be signed by the person performing the weighing and must contain the following minimum information:

- The complete name and location of the scale
- The date of each weighing
- Identification of the weight entries thereon as being the tare, gross or net weight
- The company or TSP identification of the vehicle
- The name of the employee of the HHG as it appears on the BL
- The TSP shipment registration or BL number.

The original weight ticket or tickets relating to the determination of the weight of a shipment shall be retained by the TSP as part of the file on the shipment. All invoices presented to collect any shipment charges dependent on the weight transported shall be accompanied by true copies of all weight tickets obtained in the determination of the shipment weight.

## 5.4.3 Weight Variance

In the event the actual shipment weight is greater than 115% of the pre-move survey weight, the TSP shall notify the RTO or its third-party representative prior to billing the Federal agency. This notification will include the actual weight and pre-move survey weights. The TSP shall be prepared to justify the difference.

In the event the TSP fails to notify the RTO or third-party representative, the TSP stipulates that the constructive weight of the shipment shall be 115% of the pre-move survey weight. In the event the TSP fails to adequately justify the difference between the actual and pre-move survey weights, the TSP stipulates that the constructive weight of the shipment shall be 115% of the pre-move survey weight. The agreed constructive weight shall take precedence over the actual weight for the assessment of transportation, accessorial and storage-in-transit (SIT) charges when based on weight. The RTO has the authority to waive this provision.

A copy of the pre-move survey shall accompany the billing voucher and associated documents when the weight variance rule is applied.

#### **5.4.4 Reweighing Of Shipments**

The TSP, upon request of the shipper or his representative, prior to final delivery of the shipment (and when approved by the RTO for international shipments) shall reweigh the shipment. Reweighing of the shipment shall be performed on a scale different from the one on which the original weighing occurred. If a reweighing is required, the shipment shall be reweighed at the time of final delivery.

#### **5.4.5 Constructive Weight**

The application of constructive weight will occur only upon written approval of the RTO. If approved, constructive weight will be applied based on seven (7) pounds per cubic foot. When PBP&E or a POV is included as part of the shipment, the weight of such articles will be annotated separately on the BL.

### ***5.5 Storage-In-Transit (SIT)***

SIT is the holding of a shipment, or portion thereof, at a facility or warehouse the TSP uses for storage pending further transportation. The TSP shall provide SIT at destination when required. A shipment may be held in SIT for a period not to exceed 180 calendar days.

SIT may not occur at origin unless authorized by the RTO.

The BL will identify the authorized length of SIT, usually much less than 180 calendar days. The TSP shall advise the employee when the storage period will end and determine from the employee whether the shipment, or any portion thereof, will be delivered to the employee's residence or held in storage.

After the authorized period of SIT ends:

- The TSP's liability terminates
- The applicable interstate, intrastate or international character of the shipment or portion thereof ceases
- The warehouse is considered the destination of the property
- The warehouseman becomes the agent for the employee
- The property is then subject to the rules, regulations, and charges of the warehouseman
- All future storage charges are the employee's responsibility.

### **5.5.1 Facilities**

The facilities or warehouses used by the TSP for SIT shall be commercial facilities or warehouses used by the TSP or its agent in the normal course of business for receipt and storage of household goods awaiting further transportation and furnishing the services set out in Sections 5.5.2 through 5.5.7 below. Unless approved by the RTO, the use of trailers, vans, public warehouses, and self-storage units is prohibited.

### **5.5.2 Location of SIT**

SIT will be performed only when shown on the BL. Shipments shall not be placed in SIT at a location in excess of fifty (50) miles from the origin or destination municipality, and shall be at the TSP's nearest available SIT facility at destination shown in the "Consignee Block" unless specified on the BL or authorized by the RTO. Placing a shipment in SIT does not constitute a delivery or completion of service. Delivery of the shipment to the final destination and completion of destination services shall be performed after the goods are removed from SIT as part of the through service.

### **5.5.3 Lot Identification**

All lots shall be properly identified by the employee's name, order number, warehouse lot number and BL number. Such identification shall be in plain view on each lot.

### **5.5.4 Palletization of Property**

Personal property shall be stored on skids, pallet bases, elevated platforms or similar storage aids maintaining a minimum of at least two (2) inches clearance from the floor to the lowest part of the HHG. In addition, property shall not be stored in contact with exterior walls. Trash cans, extension ladders, lawn mowers, television antennas, swing sets, and other like items are excluded from this requirement.

### **5.5.5 Procedures Applicable to Domestic SIT Only**

#### **5.5.5.1 Rugs and pads**

Rugs, carpets and padding shall be stored on racks in a horizontal position without folding any portion of the rug, carpet or padding.

#### **5.5.5.2 Overstuffed Furniture**

Upholstered or overstuffed furniture shall be placed in a normal upright position and covered for protection against dust. No boxes, cartons or other pieces of furniture shall be placed upon this type of furniture. When placed in individual room storage or when containers are employed for warehouse storage, upholstered or overstuffed furniture shall have protection,

padding, blocking and bracing to preclude damage from any pressure against the upholstery, including pressure from its own weight as well as from conditions external to the container.

### **5.5.6 Procedure Applicable to International SIT Only**

#### **5.5.6.1 Removal from Shipping Containers Prohibited**

The contents of containerized international shipments shall not be removed from the containers when placed in SIT.

#### **5.5.6.2 Marking Of SIT Containers**

All containerized shipments of HHG shall be marked with the employees' name and the GBL number.

### **5.5.7 Partial Withdrawal from SIT**

#### **5.5.7.1 Identification of Items to be Withdrawn**

Items for withdrawal from SIT should be indicated by the employee or their authorized agent at the time of packing whenever possible. When the shipment has already been packed, inventory item numbers will be furnished by the employee to the RTO who shall provide the information to the TSP.

#### **5.5.7.2 Items That May be Withdrawn**

Only complete cartons or item numbers on the inventory may be withdrawn. Individual cartons shall not be opened.

#### **5.5.7.3 Ordering Partial Withdrawal**

Partial withdrawal shall only be ordered by the RTO who shall certify this order on the [DD Form 619-1](#) or other commercial form.

#### **5.5.7.4 Weight of Partial Withdrawal**

TSP is responsible for obtaining the weight of the portion withdrawn.

#### **5.5.7.5 Billing for Partial Withdrawal**

TSP shall bill for the partial withdrawal of property as directed by the RTO.

### **5.6 Unaccompanied Air Baggage (UAB)**

UAB shall be handled in accordance with the instructions of the shipping Federal agency.

TSP shall be required to provide the movement of UAB, including packing and crating of goods at origin, surface transportation to origin airport, air transportation to destination airport and surface transportation to destination residence. Unaccompanied baggage shall be unpacked by the TSP unless waived by the employee. Certification that unpacking was performed by the TSP will be by the employee on a [DD Form 619](#), or comparable commercial document.

## ***5.7 Privately Owned Vehicles (POV)***

### **5.7.1 Domestic Shipments of POV**

When authorized, the transportation of POV within CONUS shall be handled in accordance with the instructions of the shipping Federal agency. The TSP shall:

- Prepare the vehicle for shipment
- Pick the vehicle up at origin
- Transport the vehicle from origin to destination
- Deliver the vehicle to final destination
- Provide Full Replacement Value (FRV) protection based on the current valuation of the vehicle.

### **5.7.2 International Shipments of POV**

When authorized, POV shall be handled in accordance with the instructions of the shipping Federal agency. An agency employee may ship only one POV to a duty post outside CONUS, excluding replacement vehicles. The employing Federal agency reserves the option of Door-to-Door or Port-to-Port services.

The TSP shall provide all transportation services for the POV as listed above. In addition, the TSP shall provide delivery service to the port of exit and delivery to destination residence from the port of entry. Whenever possible, movement of the POV to the port of exit and from the port of entry should be by truck-away service. However, if the distance between origin residence/destination residence and port of exit/port of entry is thirty (30) miles or less, the vehicle may be driven.

## ***5.8 Diversion or Reconsignment***

Diversion or reconsignment of a shipment to a destination other than that specified on the BL can only be authorized by written order or oral notice followed by written order of the BL Issuing Officer. The destination area is the territory recognized as the commercial zone for the destination city or municipality shown on the BL.



Instructions furnished by the employee or his/her authorized representative to the TSP to perform local drayage to any point within the commercial zone shall not constitute an order for diversion or reconsignment.

## 5.9 Documentation Requirements

The TSP shall prepare and distribute the following documents. All documents shall be legible in their entirety. Weight tickets shall be certified. Under no circumstances shall employees or their authorized representative be asked to sign a blank or incomplete form, with the exception of the "Unit Price" and "Charge" columns of [DD Form 619](#) or [DD Form 619-1](#) which may be incomplete at time of signing.

### 5.9.1 Domestic Shipment Documentation Requirements

Documentation	Distribution	Timing
<ul style="list-style-type: none"> <li>• Copy of Pre-move Survey</li> <li>• Original BL</li> <li>• Copy of Descriptive Inventory</li> <li>• Original DD 619 and DD 619-1 (or commercial equivalent)</li> <li>• Original weight tickets</li> <li>• Original reweigh tickets (if required)</li> <li>• Notice of Loss or Damage At Delivery</li> <li>• Notice of Loss or Damage AFTER Delivery</li> </ul>	TSP	
<ul style="list-style-type: none"> <li>• Original Pre-move Survey</li> <li>• Copy of BL</li> <li>• Original Descriptive Inventory</li> <li>• Copies of DD 619 and DD 619-1 (or commercial equivalent)</li> <li>• Copy of reweigh ticket, if requested</li> </ul>	Employee or Authorized Agent	NLT ten (10) business days after survey, pick-up or delivery as appropriate.
<ul style="list-style-type: none"> <li>• 3 copies of Notice of Loss or Damage At Delivery</li> <li>• 3 copies of Notice of Loss or Damage AFTER Delivery</li> </ul>	Employee or Authorized Agent	At time of delivery
<ul style="list-style-type: none"> <li>• Rated copy of BL (Annotated with gross, tare and net weights and charges to date)</li> <li>• Descriptive Inventory and "bingo cards" for overflow containers</li> <li>• Copies of DD 619 and DD 619-1 (or commercial equivalent)</li> <li>• Copy of weight tickets (see Note 1)</li> <li>• Copy of reweigh tickets, if requested</li> </ul>	RTO	NLT fourteen (14) business after service
<ul style="list-style-type: none"> <li>• Notice of Loss or Damage At Delivery (if required by RTO)</li> </ul>	RTO	NLT thirty (30) calendar days after delivery

Note: If the shipment is scheduled to be delivered before the submission of documents, the RTO shall be advised of the weight prior to delivery. RTO will establish how this notification is to take place and may waive this requirement.

## 5.9.2 International Shipment Documentation Requirements

Documentation	Distribution	Timing
<ul style="list-style-type: none"> <li>• Original BL</li> <li>• Copy of Pre-move Survey</li> <li>• Copy of Descriptive Inventory</li> <li>• Original DD 619 and DD 619-1 (or commercial equivalent)</li> <li>• Original weight tickets</li> <li>• Original reweigh tickets (if required)</li> <li>• Notice of Loss or Damage At Delivery</li> <li>• Notice of Loss or Damage AFTER Delivery</li> </ul>	TSP	
<ul style="list-style-type: none"> <li>• Copy of BL</li> <li>• Copy of Descriptive Inventory</li> <li>• Copies of DD 619 and DD 619-1 (or commercial equivalent)</li> <li>• Copy of reweigh ticket, if requested</li> </ul>	Employee or Authorized Agent	NLT seven (7) business days after pick-up or delivery as appropriate.
<ul style="list-style-type: none"> <li>• 3 copies of Notice of Loss or Damage At Delivery</li> <li>• 3 copies of Notice of Loss or Damage AFTER Delivery</li> </ul>	Employee or Authorized Agent	At time of delivery
<ul style="list-style-type: none"> <li>• Rated copy of BL (Annotated with gross, tare and net weights and charges to date. Show also the number containers and gross cube of shipment)</li> <li>• Descriptive Inventory and “bingo cards” for each liftvan and overflow container (see Note)</li> <li>• Copies of DD 619 and DD 619-1 (or commercial equivalent)</li> <li>• Copy of reweigh tickets, if requested</li> </ul>	RTO	NLT seven (7) business days after service
<ul style="list-style-type: none"> <li>• Notice of Loss or Damage At Delivery (if required by RTO)</li> </ul>	RTO	NLT thirty (30) calendar days after delivery

Note: If the shipment is scheduled to be delivered before the submission of documents, the RTO shall be advised of the weight prior to delivery. RTO will establish how this notification is to take place and may waive this requirement.

## 5.10 Tracing

### 5.10.1 Shipments

When the employee or RTO requests information concerning shipments in transit, TSPs shall promptly determine the location of the shipment and make a prompt report back to the

requestor by electronic means. TSPs shall complete this action within 72 hours for an international shipment, and 24 hours for a domestic shipment.

### **5.10.2 Missing Items**

The TSP shall trace any missing property tendered to the TSP upon request from the employee or RTO. The TSP shall trace:

- Missing cartons, containers or loose HHG discovered at delivery to residence
- Missing shipments and shipments that fail to meet their RDD
- Missing liftvan(s)/container(s) when a containerized shipment is placed into SIT and the liftvan(s)/container(s) are found to be missing with no annotation of the BL or inventory to explain the shortage.

The TSP shall promptly report to the requesters the current or last known location of the missing HHG.

### **5.11 Impractical Operations**

Nothing in this section requires the TSP to perform any linehaul service or any pick-up or delivery service or any other service from, to, or at any point or location where, through no fault or neglect of the TSP, the furnishing of such services is impractical because:

- The conditions of roads, streets, driveways, alleys or approaches thereto would subject the TSP's operations to unreasonable risk of loss or damage to life or property
- Loading or unloading facilities are inadequate
- Any force majeure, war, insurrection riot, civil disturbance, strike, picketing or other labor disturbance would (1) subject operations to unreasonable risk of loss or damage to life or property or (2) unreasonably jeopardize the ability of the TSP to render linehaul or pick-up or delivery or any other service from, to, or at other points or locations
- TSP's hauling contractors, TSP's employees or TSP's agents are precluded, for reasons beyond TSP's control, from entering premises where pick-up or delivery is to be made
- Local, state or federal restrictions, regulations or laws prohibit performance of such services by linehaul equipment
- When service is impractical for reasons stated in this rule, and service can be completed through the employment of services of third parties, the RTO or the origin/destination General Services Officer (GSO) may order such service.

Additionally, when the location of property and goods to be shipped or delivered:

- Is not accessible by a permanent stairway (does not include ladders of any type)
- Is not adequately lighted
- Does not have a flat continuous floor
- Does not allow a person to stand erect.

The TSP is not responsible for the removal or placement of such property or goods unless the employee requests, and the RTO authorizes, such removal or placement as well as the additional labor charges incurred.

## ***5.12 Other Exceptions***

### **5.12.1 Provision of Smaller Equipment**

Upon request of the RTO, the TSP shall use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose of transferring the shipment between the origin or destination address and the nearest point of approach by the TSP's road equipment.

### **5.12.2 Lack of Proper Delivery Address**

If the BL sets out a specific residential delivery address and delivery cannot be made at the address specified on the BL through no fault of the TSP, and neither the shipping Federal agency, the destination RTO, nor the employee designates another address at which delivery can be made, the TSP shall place the property in SIT when the RTO authorizes the storage.

### **5.12.3 Constructive Delivery**

#### **5.12.3.1 Tender At Nearest Point Of Approach**

When it is physically impossible for TSP to perform pick-up of shipment at origin address or to complete delivery of the shipment at the destination address with normally assigned road equipment due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow or nature of an article or articles included in the shipment, the TSP shall hold itself available at point of pick-up or tender delivery at destination at the nearest point of approach to the desired location where the road equipment can be made safely accessible.

#### 5.12.3.2 Employee Does Not Accept Constructive Delivery

Under the conditions in Section 5.12.3.1 above, if the employee does not accept the constructive delivery of the HHG shipment at nearest point of safe approach by TSP's road equipment to the destination address, the TSP may place the shipment or any part thereof not reasonably possible for delivery, in storage at the nearest available warehouse (see exception below for international shipments). The RTO shall be informed of and approve such action prior to placement in warehouse. The liability on the part of the TSP shall cease when the shipment is unloaded into the warehouse and the shipment is considered as having been delivered.

However, for international shipments, the TSP shall place shipments in SIT at the nearest available SIT facility of the TSP's agent at destination shown in the "Consignee Block" unless specified on the GBL or authorized by the RTO.

#### 5.12.4 Detention by TSP or Agents Prohibited

Personal property shipments moved under this HTOS are sponsored by the Government of the United States of America and, as such, will not, under any condition or for any reason, be detained by TSPs or agents.

#### 5.12.5 Extended Storage

Extended Storage, also referred to as Non-Temporary Storage (NTS), is not provided under the scope of services for CHAMP. However, if requested by the Federal agency ordering a HHG move under CHAMP, the TSP shall be responsible for delivery to the extended storage warehouse directed by the ordering Federal agency.