

DEPARTMENT OF HEALTH AND HUMAN SERVICES
Public Health Service

Chapter CC24--Travel and Transportation
Subchapter CC24.6--Transportation of Household Goods
Personnel INSTRUCTION 2--Modes and Types of Transportation

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Section A. Purpose and Scope

This INSTRUCTION provides information concerning the principal modes and types of transportation available for use in the shipment of household goods and personal effects.

Section B. Authority

See Section B. of INSTRUCTION 1, "General Information About Shipment of Household Goods," of this subchapter.

Section C. Modes and Types of Transportation

1. The following are the principal modes and types of transportation services utilized in the movement of household goods and personal effects.
 - a. Household goods carriers
 - b. Express service
 - c. Air freight
 - d. Residence-to-residence containerized service
 - e. Unaccompanied baggage service (air or surface)

- f. Freight forwarder service
- g. Motor freight
- h. Motor-van/sea-van service
- i. Personally performed moves

2. Explanations of each mode of transportation service follow:

- a. Household Goods Carrier. A door-to-door commercial service providing pickup of household goods at residence and delivery to residence at destination. Pickup may be made in an over-the-road van or in a local van with transfer to an over-the-road van at carriers' terminals at point of origin. These carriers furnish packing material and provide the service of packing, unpacking, storage, etc., and normally are used for most domestic shipments weighing 500 pounds or more.
- b. Express Service. An expedited mode of shipment providing pickup and delivery service; used primarily to meet an urgent need for shipment which cannot be accomplished by a slower means of transportation. See INSTRUCTION 5, CC24.6, "Items Requiring Special Attention, Shipment Via Expedited Mode, and Unaccompanied Baggage," of this manual.
- c. Air Freight. A freight service provided by air carriers. Pickup and delivery charges are extra and must be taken into consideration when comparing charges with other modes of transport. See INSTRUCTION 5, CC24.6, of this manual.

Specify AIR FREIGHT on Bill of Lading When Shipping Via This Mode.

This precludes the possibility of the shipment moving via air express, which is a more expensive type of service that should not be utilized except in extremely unusual circumstances.

- d. Residence-to-Residence Containerized Service. A transportation service providing residence-to-residence shipment of household goods, including packing of household goods at point of origin in wooden, plywood, or steel boxes or other suitable containers affording adequate protection, delivery to overseas destination, and unpacking and placing of goods in residence at destination. This type of service arranges for customs clearance, preparation of export documents, etc. Charges are based on net weight of goods and include all services from origin to destination on a one-time only rate basis. This service is not authorized for shipments moving within the continental U. S.
- e. Unaccompanied Baggage Service (Air or Surface). A commercial, unaccompanied baggage service between the continental U.S. and foreign countries, including Alaska and Hawaii, on a through bill of lading (see INSTRUCTION 5, CC24.6, of this manual). This service provides

for marking of items and pickup at residence, transportation to the port of embarkation, arranging for ocean or air transportation beyond the port of embarkation, and delivery of shipment into storage-in-transit or residence as designated in the bill of lading.

- f. Freight Forwarder Service. A freight forwarder offers a service of assembling, collecting, consolidating, shipping, and distributing shipments. Although carriers (rail, motor, water, and air) actually perform the physical transportation, the freight forwarder assesses the charges for his/her service based upon individual published rates.
 - g. Motor Freight. A freight service provided by motor carriers which will provide pickup and delivery service for crated shipments of household goods.
 - h. Motor-Van/Sea-Van Service. A mode of transportation similar to residence-to-residence service, except that goods are picked up at residence by a highway moving van, transported to carriers' facilities near port where they are packed, crated and transferred to a commercial sea-van container for ocean movement. Upon arrival at the port of debarkation, goods are unloaded and transported to the destination residence for unpacking. Billing of the separate transportation charges is usually submitted by the companies involved.
 - i. Personally Performed Moves. The officer physically moves his/her own household goods and personal effects. (See paragraph 3, below, for service policy on this type of move.)
3. PHS does not participate in, and discourages the use of, the so-called "do-it-yourself" move program which is in use within the Department of Defense and U. S. Coast Guard, as described in Paragraph U5320E, Joint Federal Travel Regulations. While a PHS officer may move his/her own household goods and personal effects (see CCPM Pamphlet 11, "Information on Shipment of Household Goods"), reimbursement will not be made for labor and services provided by the officer and dependents. Factors complicating do-it-yourself moves include, but are not limited to:
- a. Variation in the requirements of various States and localities for obtaining vehicle permits, special fuel permits, etc.;
 - b. Hazards involved in the operation of trucks if the driver is not accustomed to large vehicles, particularly in bad weather and hilly terrain; and
 - c. Susceptibility to damage of goods which are not professionally packed and loaded and which could result in hazardous vehicle operation due to load shifts, improper weight distribution, etc.