

Military Surface Deployment and Distribution Command

Customer and Carrier Advisory

August 19, 2025

CA-25-08-19/0048

Subject: Non-Selections in the Automation Transportation Request (ATR) Application and Associated Metrics

Purpose: To remind traffic managers and shipping activities of requirements and available metrics related to the use of non-selection codes when awarding domestic freight.

Be Advised: SDDC G3 continues to monitor the frequency of domestic freight awards made using a non-selection code to bypass the lowest cost carrier.

Tenders are generally best suited for simple procurements where best value is deemed the low-cost, responsive carrier (DTR Part II, Chapter 201, Paragraph O.2.). DoD activities will use best commercial practices and streamline "best-value" acquisition processes and include performance-based specifications when acquiring transportation services (DTR Part II, Chapter 201, Paragraph M.5.)

Transportation Officers (TO), or their authorized shipper agents appointed by official letter, may route general commodity shipments using best value principles and in compliance with the DoD's and the TOs' respective Service HQ's traffic management policies. (DTR Part II, Chapter 202, Paragraph B.1.)

Best value is defined as the use of a procurement evaluation that, in the Government's estimation, provides the greatest overall benefit in response to the requirement. The Best Value evaluation and selection mechanism permits the Government to select TSPs to support Defense Transportation System (DTS) requirements based on a combination of price-related and non-price-related factors (such as performance) (DTR Definitions).

When using ATR, non-selection ("N" code) incidents are used to document the reason(s) why a TSP was not selected for a move. These codes do not count against a TSPs overall performance rating. "N" code incidents MUST have remarks entered by the reporter to explain and justify the reason for the non-selection. Service transportation personnel and Transportation Officers are strongly encouraged to regularly review shipment award data to ensure award decisions made by transportation personnel are in compliance with the Defense Transportation Regulation (DTR) and applicable Service-level guidance and policies.

Detailed metrics summarizing the use of "N" codes to bypass the lowest cost carrier, broken out by Military Service and by individual GBLOC, are available through SDDC's Shipper Process Metrics (SPM) Program. In addition to bypass data, the SPM Program gathers and consolidates information related to shipper system overrides, incidents of delayed carrier freight payment, and rejection rates for Transportation Protective Service (TPS) shipments. Government personnel may request to be added to the monthly distribution listing for these reports by contracting the SPM Program Manager

at usarmy.scott.sddc.mbx.g3-shipper-performance@army.mil.

For additional information on the use of the override feature to award domestic freight, please see Customer Advisory CA-24-06-11/0037.

POC: SDDC G3 Freight Management Team, usarmy.scott.sddc.mxbx.g3-domestic-freight-services-branch@army.mil

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Category: General Information