

DEPARTMENT OF THE NAVY

BOARD FOR CORRECTION OF NAVAL RECORDS 701 S. COURTHOUSE ROAD, SUITE 1001 ARLINGTON, VA 22204-2490

> Docket No. 7569-22 Ref: Signature Date

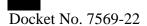


This is in reference to your application for correction of your naval record pursuant to Section 1552 of Title 10, United States Code. After careful and conscientious consideration of relevant portions of your naval record and your application, the Board for Correction of Naval Records (Board) found the evidence submitted insufficient to establish the existence of probable material error or injustice. Consequently, your application has been denied.

A three-member panel of the Board, sitting in executive session, considered your application on 25 October 2022. The names and votes of the members of the panel will be furnished upon request. Your allegations of error and injustice were reviewed in accordance with administrative regulations and procedures applicable to the proceedings of this Board. Documentary material considered by the Board consisted of your application, together with all material submitted in support thereof, relevant portions of your naval record and applicable statutes, regulations, and policies.

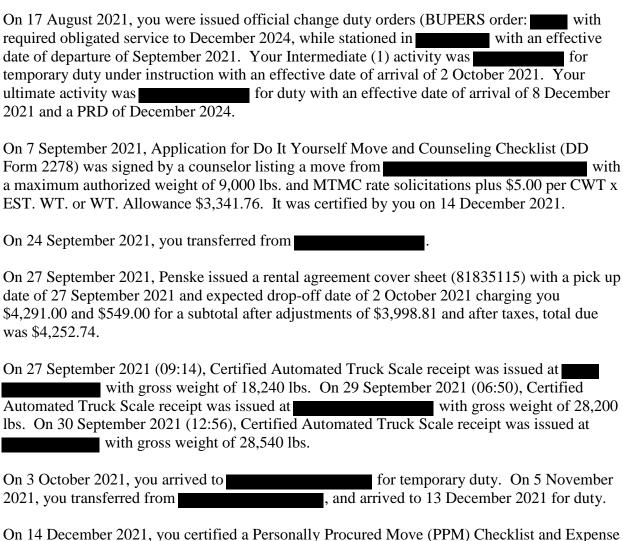
The Board determined that your personal appearance, with or without counsel, would not materially add to their understanding of the issues involved. Therefore, the Board determined that a personal appearance was not necessary and considered your case based on the evidence of record.

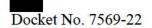
In accordance with The Joint Travel Regulation 2021, when Government-procured household goods (HHG) transportation and non-temporary storage is available, but the Service member or next of kin, when appropriate, chooses to personally arrange transportation, the monetary allowance method applies. Under this method, the Service member or next of kin, as appropriate, receives payment of a monetary allowance equal to 100% of the Government's constructed cost (GCC) "Best Value" for the actual HHG weight transported up to the Service member's maximum authorized weight allowance. Final settlement for reimbursement of personally procured transportation, regardless of the transportation method, is based on the GCC of the actual weight moved, limited to the authorized permanent change of station weight allowance. Submit certified weight certificates or an acceptable constructed HHG weight with the claim for reimbursement. The Government cannot incur moving expenses for HHG that is more than 100% of the Government's projected cost to transport the HHG commercially.



Regardless of the actual cost of the HHG shipment, a Service member receives 100% of the "Best Value." See the Internal Revenue Service's rules on the potential tax impacts.

HHG include but are not limited to vehicle spare parts, including a car engine or transmission, a pickup tailgate, seats, tops, winch, spare tires, portable auxiliary gasoline cans, electronics, and miscellaneous associated hardware; consumable goods when assigned to locations listed on the Defense Travel Management Office website; a vehicle other than a privately owned vehicle (POV), including a motorcycle, moped, hang glider, golf cart, snowmobile, and trailer; boat or personal watercraft, including jet ski, canoe, skiff, dinghy, scull, kayak, rowboat, sailboat, outboard or inboard motorboat, and trailer; ultralight vehicles as defined in 14 CFR § 103.1; or a utility trailer, defined as a trailer with a single axle, no more than 12 feet long or 8 feet wide, with side rails or body less than 28 inches high and ramp or gate less than 4 feet high unless detachable. For civilian employees, vehicles other than a POV must be of reasonable size and fit into a moving van. See Defense Transportation Regulation 4500.9-R, Part IV.





bars/hitches, auto transports; any type of Insurance, sales tax, general repairs; general maintenance, meals and lodging; POV gas and/or tolls that will be reimbursed In conjunction with customer/dependent personal travel (i.e. mileage allowance for travel), are not eligible to be claimed as PPM operating expenses.

On 27 July 2022, _______ notified you that the total weight moved was accounted as 9,960 lbs. However, you were held down to the maximum weight allowed for E-5 with dependents of 9,000 lbs. The expense of the rental truck was included totaling to \$3,475.71 the amount paid after the price adjustment of \$429.10 and fall promo discount of \$386.19 not to include taxes. She did not include charge of \$549 in your claim. The listed expenses are to reduce taxable income, any expenses not captured in the audit can be claimed on your taxes. Claims are paid based on actual weight moved, the not estimated weights. However, because your shipment was over the maximum weight authorized the shipment was "capped" at 9,000 lbs.

On 8 September 2022, (First Endorsement on Petitioner's letter) notified To Whom It May Concern that they recommend consideration and approval of your request for additional reimbursement in support of your personally procured move. Your expenses were driven by short-fused orders combined with the high costs generated due to the low supply and high demand of moving companies during COVID-19.

You requested reimbursement of moving truck expenses for your PPM. The Board, in its review of your entire record and application, carefully weighed all potentially mitigating factors, to include your assertions. However, the Board concluded that your PPM was reimbursed appropriately. Your HHG shipment was over your authorized limit of 9,000 lbs., therefore, you were reimbursed the GCC for your maximum allowed weight. Furthermore, in accordance with email on 27 July 2022, the expense of the rental truck was included in your travel settlement. What was not included was the \$549 cost of the trailer to tow your POV. The PPM checklist and expense certification you signed on 14 December 2021, Note 2 states that auto tow dollies, auto tow bars/hitches, and sales tax are expenses not eligible to be claimed as PPM operating expenses. The Board found no error or injustice to warrant a change to your record.

You are entitled to have the Board reconsider its decision upon submission of new matters, which will require you to complete and submit a new DD Form 149. New matters are those not previously presented to or considered by the Board. In this regard, it is important to keep in mind that a presumption of regularity attaches to all official records. Consequently, when applying for a correction of an official naval record, the burden is on the applicant to demonstrate the existence of probable material error or injustice.

