



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

██████████
Docket No. 9026-23
Ref: Signature Date

From: Chairman, Board for Correction of Naval Records
To: Secretary of the Navy

Subj: REVIEW OF NAVAL RECORD ICO ██████████, USN,
XXX-XX-██████████

Ref: (a) Title 10 U.S.C. § 1552
(b) The Joint Travel Regulation (2023)
(c) NAVSUP Pub-490, REV 6, 22 Sep 15

Encl: (1) DD Form 149 w/attachments
(2) Subject's naval record

1. Pursuant to the provisions of reference (a), Subject, hereinafter referred to as Petitioner, filed enclosure (1) with the Board for Correction of Naval Records (Board), requesting that his naval record be corrected to show he was reimbursed for his household goods (HHG) move for 7,000 pounds vice 5,513 pounds.

2. The Board, consisting of ██████████, ██████████, and ██████████ reviewed Petitioner's allegations of error and injustice on 31 October 2023 and pursuant to its regulations, determined that the corrective action indicated below should be taken on the available evidence of record. Documentary material considered by the Board consisted of the enclosures, relevant portions of Petitioner's naval record, and applicable statutes, regulations, and policies.

3. The Board, having reviewed all the facts of record pertaining to Petitioner's allegations of error and injustice, finds as follows: Before applying to this Board, Petitioner exhausted all administrative remedies available under existing law and regulations within the Department of the Navy.

a. On 18 February 2020, Petitioner transferred from ██████████ and arrived to ██████████ on 26 March 2020 for temporary duty.

b. On 8 June 2020, Petitioner transferred from ██████████, and arrived to ██████████ on 8 June 2020 for temporary duty.

c. On 10 May 2023, Petitioner was issued official change duty orders (BUPERS order: ██████████) with required obligated service to February 2027, while stationed in ██████████, ██████████, with an effective date of departure of January 2024. Petitioner's ultimate activity was ██████████, ██████████, ██████████ for duty with an effective date of arrival of 15 February 2024 with a projected rotation date of February 2027.

Subj: REVIEW OF NAVAL RECORD ICO [REDACTED], USN,
XXX-XX [REDACTED]

d. On 8 August 2023, [REDACTED] issued a Rental Agreement Cover Sheet (90883503) with a pick up date of 8 August 2023 and expected drop-off date of 14 August 2023 charging Petitioner \$2,319.59, and at 03:29 [REDACTED] Moving Systems (Weighmaster certificate) receipt was issued at [REDACTED], [REDACTED] with a tare weight of 7,700 lbs.

e. On 25 August 2023, Petitioner signed Application for personally procured move (PPM) and Counseling Checklist (DD Form 2278) listing a PPM move authorized from [REDACTED], [REDACTED] to [REDACTED], [REDACTED] with a maximum authorized weight of 11,000 lbs. and estimated constructive costs of \$17,130.42. Move date was 7 August 2023. Counselor certified the form on 8 August 2023.

f. On 3 October 2023, NAVSUP Fleet Logistics Center Norfolk notified Petitioner that “I have attached the audit report from your audit. I gave you credit for all of your weight, but I had to disallow 1,487 lbs. based on the size of the truck that was used. Based on the size of truck used, I gave you the weight based on the Gross Vehicle weight and the most I could reimburse you for was 5,513 lbs. including the ten percent. The PPM is also taxed, so taxes were withheld and you receive a W-2 for this move.”

g. On 27 October 2023, NAVSUP Fleet Logistics Center Norfolk notified the Board that NAVSUP PUB 490, paragraph, 5.22 Establishing HHG Weight (JTR, paragraphs 051403, 0515, 051501, 051502 and 051503). Full weight tickets that exceed the Gross Vehicle Weight Rating (GVWR) will be paid at no higher than 110% of the GVWR. This was implemented in our NAVSUP PUB 490, about seven years ago due to members over packing their vehicles, making it unsafe to their vehicle and themselves.”

CONCLUSION

Upon review and consideration of all the evidence of record, and especially in light of the contents of reference (b)¹ and enclosure (2), the Board finds the existence of an injustice warranting the following corrective action. The Board concluded that reference (b) is the governing authority for HHG moves. Furthermore, in accordance with reference (b), Petitioner was entitled to receive payment of a monetary allowance equal to 100% of the Government’s constructed “Best Value” cost for the actual HHG weight transported up to his maximum authorized weight allowance of 11,000 pounds. Petitioner moved 7,000 pounds, however based on Navy policy outlined in reference (c),² he was only reimbursed for 5,513 pounds. The Board

¹ Reference (b), Government-Procured Transportation is Available but not Used. When Government-procured 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 “Best Value” cost for the actual HHG weight transported up to the Service member’s maximum authorized weight allowance. 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.

² In accordance with reference (c), 5.22 Establishing HHG Weight (JTR, paragraphs 051403, 0515, 051501, 051502 and 051503). If member hires a licensed moving company, Transportation Service Provider (TSP) or Portable Mobile Storage Container company, i.e. PODS, Packrat, ABF U-Pack, two weight tickets are required: one empty and one full. If member does not hire a commercial TSP or Portable Mobile Storage Container company then three weight tickets are required: (1) Empty within 25 miles of Origin, (2) Full within 25 miles of Origin, (3) Full within 25 miles of Destination. In accordance with the DTR Part IV, the lower of the two full weight tickets. The Director of the Navy HHG Audit Team may waive the requirement for two full tickets if other documentation substantiates the move took place. Full weight tickets that exceed the GVWR will be paid at no

Subj: REVIEW OF NAVAL RECORD ICO [REDACTED], USN,
XXX-XX-[REDACTED]

found no evidence that Petitioner was counseled that he could not move more weight than the maximum weight allowance of the truck that he rented, therefore in this case, an exception to policy is warranted.

RECOMMENDATION

That Petitioner's naval record be corrected, where appropriate, to show that:

An exception to policy was authorized for a maximum weight of "7,000 lbs." vice "5,513 lbs."
Note: NAVSUP Fleet Logistics Center Norfolk will complete an audit of Petitioner's records to determine reimbursement due.

A copy of this Report of Proceedings will be filed in Petitioner's naval record.

4. It is certified that a quorum was present at the Board's review and deliberations, and that the foregoing is a true and complete record of the Board's proceedings in the above-entitled matter.

5. Pursuant to the delegation of authority set out in Section 6(e) of the revised Procedures of the Board for Correction of Naval Records (32 Code of Federal Regulations, Section 723.6(e)), and having assured compliance with its provisions, it is hereby announced that the foregoing corrective action, taken under the authority of the reference, has been approved by the Board on behalf of the Secretary of the Navy.

11/6/2023

[REDACTED]

Deputy Director

Signed by: [REDACTED]

higher than 110% of the GVWR. For PPM with multiple Temporary Duty (TDY) locations a Full weight ticket within 25 miles of each TDY location must be provided. If the member does a small package move, e.g., U.S. Postal Service, United Parcel Service or FedEx, the receipt or Customs Declaration Form providing each package's weight, charges paid, mailing date, contents, destination, and origin are required. Failure to comply with the above will result in claim being returned unpayable.