



Work-Product

## UNITED STATES AIR FORCE BOARD FOR CORRECTION OF MILITARY RECORDS

### RECORD OF PROCEEDINGS

IN THE MATTER OF:

DOCKET NUMBER: BC-2022-01137

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COUNSEL: NONE

HEARING REQUESTED: NO

### APPLICANT'S REQUEST

Reimbursement of his personally procured Privately Owned Vehicle (POV) shipment, in the amount of \$2,493.00.

### APPLICANT'S CONTENTIONS

On 21 Mar 22, he was scheduled to drop off his POV at the authorized Vehicle Processing Center (VPC) as part of his final move for retirement. He had driven approximately 550 miles and after arrival to International Auto Logistics (IAL) VPC for his appointment, he was asked if he had a physical key to open the vehicles trunk. He did not have a physical key but instead presented three alternate methods to gain access to the trunk. The alternate methods were a key fob, a button in the glove box, and a latch located through the fold-down rear seats. There were no hazards in the trunk. When he asked the inspector what he could do, he was instructed to call a locksmith. He was given four hours to try to abide by the standard and was unsuccessful. He ended up finding a different company in the area that would accept and ship his vehicle. His vehicle arrived at the destination and was processed on 12 Apr 22. Newer vehicle models do not have keys and just have fobs or proximity sensors with push buttons. It is unjust that his trunk could still be accessed without a key, yet he was not allowed to ship his vehicle at the VPC. He has included a detailed letter regarding his vehicle shipment.

The applicant's complete submission is at Exhibit A.

### STATEMENT OF FACTS

The applicant is a retired Air Force technical sergeant (E-6).

On 1 Nov 22, according to Special Order **Work-Product**, dated **Work-Product**, the applicant was retired from active duty in the grade of E-6 with 21 years, 10 months, and 19 days of service.

For more information, see the excerpt of the applicant's record at Exhibit B.

### APPLICABLE AUTHORITY/GUIDANCE

**International Auto Logistics (IAL) website, *pcsmypov.com*, states:**

A complete set of keys must be provided when turning in the vehicle. This includes ignition keys, door keys, trunk keys, gas cap key and wheel lock.

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Keys and key fobs must be in good condition. We cannot accept fobs with taped cases, cracked cases, missing buttons, or otherwise damaged condition.

### **Defense Transportation Regulation Part IV, Attachment K3, *Shipping Your POV***

#### **C. Who Can Ship a POV – Entitlement**

Uniformed Service members and Department of Defense (DoD) civilian employees are considered “entitlement holders” when a permanent change of station order is issued to that member or employee. An entitlement holder may be authorized to ship a POV if:

3. When retiring/separating to or from Outside Continental United States (OCOUS) locations where POV transportation is authorized, the time limit for shipping a POV is the same as for travel and household goods transportation limits, 1 year from the date of retirement/separation with severance pay or 180 days from the date of separation. See Joint Travel Regulation (JTR) Chapter 5, Paragraph 0530, Shipment of a POV.

#### **O. CUSTOMER RESPONSIBILITIES**

##### **1. POV Turn-In at Origin:**

j. Have in your possession a complete set of keys, to include gas cap and wheel lock keys upon delivery to the VPC. Retain a complete set of duplicate keys and have them with you when you pick up your POV. Valet keys will not be accepted.

#### **Joint Travel Regulation, Paragraph 0530, Shipment of a POV OCOUNS**

053001.A, Eligibility. A Service member on a Permanent Change of Station order to or from a Permanent Duty Station (PDS) OCOUNS is authorized to ship one POV unless restricted by the Approving Official or Service regulations.

053001.B.3.c., The Home of Record (HOR), Place Last Entered Active Duty (PLEAD), or authorized Home of Selection (HOS) is considered the new PDS for POV transportation upon separation or retirement.

#### **FINDINGS AND CONCLUSION**

1. The application was timely filed.
2. The applicant exhausted all available non-judicial relief before applying to the Board.
3. After reviewing all Exhibits, the Board concludes the applicant is not the victim of an error or injustice. The Board took notice of the applicant’s complete submission in judging the merits of the case, and finds a preponderance of the evidence does not substantiate the applicant’s contentions. Therefore, the Board recommends against correcting the applicant’s records.

## RECOMMENDATION

The Board recommends informing the applicant the evidence did not demonstrate material error or injustice, and the Board will reconsider the application only upon receipt of relevant evidence not already presented.

## CERTIFICATION

The following quorum of the Board, as defined in Air Force Instruction (AFI) 36-2603, *Air Force Board for Correction of Military Records (AFBCMR)*, paragraph 1.5, considered Docket Number BC-2022-01137 in Executive Session on 6 Dec 22:

Work-Product, Panel Chair  
 Work-Product Panel Member  
 Work-Product Panel Member

All members voted against correcting the record. The panel considered the following:

Exhibit A: Application, DD Form 149, w/atchs, dated 14 Apr 22.

Exhibit B: Documentary evidence, including relevant excerpts from official records.

Taken together with all Exhibits, this document constitutes the true and complete Record of Proceedings, as required by AFI 36-2603, paragraph 4.11.9.

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