



Docket No. 8745-24
Ref: Signature Date

Dear |

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 11 March 2025. 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. In addition, the Board considered the advisory opinion contained in Commander, Naval Supply Systems Command (NAVSUP) letter 5420 Ser SUP 04/118 of 31 October 2024, which was previously provided to you for comment.

On 18 December 2023, you were issued official change duty orders (BUPERS order: 0471) with required obligated service to June 2027, while stationed in [REDACTED] [REDACTED] with an effective date of departure of April 2024. Your ultimate activity was [REDACTED] [REDACTED] for duty with an effective date of arrival of 20 May 2024 with a projected rotation date of June 2027.

In accordance with the Joint Travel Regulations (JTR), “051306. Excess Charges. A. Government’s Responsibility. 1. The Government may pay the total transportation cost and other applicable charges for any weight that exceeds the weight allowance. The Government must collect the excess costs from the Service member. 2. A Service member must repay the Service for the cost of transporting his or her HHG [Household Goods] in excess of the specified weight allowance, unless there is specific authorization for an increased weight allowance, limited to 18,000 pounds. 3. All transportation costs are included in determining excess costs, such as storage, accessorial services, and any other costs that the Government paid to move the HHG. 4. When it is known or suspected that a Service member will exceed the maximum

weight allowance before transportation, the Transportation Officer should notify the Service member and the office paying for the transportation. The Service member is financially responsible for the excess weight charges even if the Transportation Officer did not notify the Service member or the AO providing transportation funds of the known or suspected excess weight status before transportation.”

On 5 April 2024, you transferred from [REDACTED] and arrived to [REDACTED] on 27 April 2024 for duty.

On 22 August 2024, NAVSUP Fleet Logistics Center [REDACTED] notified you that “[o]ur office is responsible for adjudicating all Government-arranged and Personally Procured household goods moves for Navy service members. We are currently reviewing your household goods move.

Our records show that your 2024 move from [REDACTED] exceeded your authorized weight allowance of 11,000 lbs. authorized by Paragraph 051306 A of the Joint Travel Regulations. You exceeded your entitlement by 1,951 lbs. resulting in an excess cost of \$5,015.51. Enclosure (1) provides the breakdown of costs associated with the excess weight shipped.”

Personal Property Transportation Audit System (PPTAS) listed the following audit results: Transactions. Max Authorized Wt.: 12,850 lbs. (includes 1,850 lbs. Professional Books, Papers and Equipment (PBP&E)), Total Moved Net Wt.: 14,981 lbs. (includes 1,850 lbs. PBP&E), and Excess Weight: 2,131 lbs. Total Excess Wt.: 2,368 lbs. Result of Current Audit. Collection \$6,087.50.

PPTAS listed the following audit results: Transactions. Max Authorized Wt.: 12,940 lbs. (includes 1,940 lbs. PBP&E), Total Moved Net Wt.: 14,990 lbs. (includes 1,940 lbs. PBP&E), and Excess Weight: 2,050 lbs. Total Excess Wt.: 2,278 lbs. Result of Current Audit. Collection \$5,856.14.

On 6 March 2025, NAVSUP notified the Board that “[n]o, external crates are not deducted from weight. They made a mistake with the first audit and corrected it for the other two.”

You requested debt reduction or forgiveness for excess weight of HHG shipment, 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 NAVSUP reviewed your inventory sheets for your 2024 HHG. You were credited for 1,850 pounds of PBP&E but were asked to identify additional PBP&E on your inventory sheets. You stated there was no additional PBP&E, but you challenged the total weight billed. A safe was discovered on your inventory and was deducted from your excess weight. NAVSUP then created a constructed inventory for your 2024 HHG move, which equaled 15,738 pounds, and reviewed your 2021 HHG inventory, comparing the two. The inventory comparison showed a significant increase in items shipped for your 2024 HHG move. The Navy HHG Audit Office re-audited your HHG move and deducted the additional 90 pounds for your safe, which lowered your debt from \$6,087.50 to \$5,856.14. Per the JTR, paragraph 051306, you are responsible for the remaining excess cost. In this connection, the Board substantially concurred with the comments contained

in the advisory opinion. You may complete a Remission of Indebtedness Application (DD Form 2789) and submit to the Chief of Naval Operations (OPNAV, N130C) if this debt creates a financial hardship. You can submit your DD Form 2789 to N130C at NXAG_N130C@navy.mil or mail to OPNAV N130C3 701 S. Courthouse Rd. Arlington VA 22204.

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.

Sincerely,

3/14/2025

