5 NOV 04

MEMORANDUM FOR RECORD

SUBJECT: Overseas Moves in COBRA

1. Although COBRA was designed for only CONUS moves, in BRAC 2005 the following OCONUS locations are involved in realignment scenarios:

a. Hawaii
b. Guam
c. Puerto Rico
d. Europe
e. Korea

2. When using COBRA to estimate the costs associated with a realignment that includes an overseas installation, there are two methods to determine the costs associated with shipping equipment over water. One method uses the rates associated with Breakbulk Cargo while the second method uses the rates associated with Container Cargo.

3. Breakbulk rates are appropriate when shipping large amounts of combat vehicles that will first have to be railed or line hauled to a port. An example of this type of move is the Army moving units from installations in CONUS to Iraq. In COBRA Breakbulk movements will be computed using the following method.

a. Enter the installation codes in Screen One.

b. In Screen Two, change the distance from the overseas installation to all other installations. The overseas installations should use a site near the east or west coast as a surrogate location to determine the new distances. For example, units moved from Europe will use an east coast harbor, so choose an east coast port location as the surrogate. Distances can be determined using a port location already in the database or a new location with distances determined using the Defense Table of Distances (DTOD).

c. In Screen Three enter all of the personnel and equipment moved as part of the scenario. This will generate the unit movement costs from the port to the new installations.

d. In Screen Five enter a One-Time cost for the overseas movement. This value is determined using the following method:

1) Determine the weight in tons of all unit support equipment, mission equipment, and vehicles. Assume that all military light vehicles have a weight of 10 tons and all heavy vehicles have a weight of 42 tons.

2) Referring to the table below, multiply the sum total of support and mission equipment tons by the value in the equipment column for the corresponding overseas location. Then multiply total vehicle weight in tons by the value found in the vehicle column. The sum of these two products is the cost estimate that should be entered in Screen Five as a One-Time cost.

Breakbulk Billing Rates

	Equipment	Vehicles
Puerto Rico	65	55
Europe	94	143
Hawaii	86	71
Guam	121	101
Korea	153	139

3) Example: Scenario moves 10 tons of mission and support equipment, 4 military light vehicles, and 10 military heavy vehicles from Hawaii back to CONUS or CONUS to Hawaii. The following equation will determine the costs:

$$(10\times 86)+(71\times((4\times 10)+(10\times 42)))=\$33{,}520$$

4. Container rates are appropriate when the equipment moved can fit in ship containers. Container rates are based on picking the container up at the losing installation and then delivering to the gaining installation; therefore, no overland shipping costs need to be determined. In COBRA, Container movements will be computed using the following method.

a. Enter the installation codes in Screen One.

b. In Screen Two, the distance from overseas installations to CONUS installations will be zero. When a distance value is zero and below, COBRA determines the distance between the installations by using installation latitude and longitude and using a formula to develop a straight line distance.

c. In Screen Three, move only personnel between overseas locations and ensure all equipment movement values are zero. PCS costs will be determined using the latitude and longitude distance, so the personnel values need to be in this screen. However, we will enter equipment movement costs in Screen Five.

d. In Screen Four, ensure there are latitude and longitude values for each installation involved, CONUS and OCONUS, in overseas movement.

e. In Screen Five enter a One-Time cost for the overseas movement. This value is determined using the following method:

1) Determine the weight in tons of all unit support equipment, mission equipment, and vehicles. Assume that all military light vehicles have a weight of 10 tons and all heavy vehicles have a weight of 42 tons.

2) Referring to the table below, multiply the sum total of support and mission equipment tons by the value in the equipment column for the corresponding overseas location. Then multiply total vehicle weight in tons by the value found in the vehicle column. The sum of these two products is the cost estimate that should be entered in Screen Five as a One-Time cost.

Container Billing Rates

	Equipment	Vehicles
Puerto Rico	135	125
Europe	168	72
Hawaii	161	85
Guam	144	79
Korea	178	76

3) Example: Scenario moves 5 tons of mission and support equipment, 6 military light vehicles, and 3 military heavy vehicles from Guam back to CONUS or CONUS to Guam. The following equation will determine the costs:

$$(5\times144)+(79\times((6\times10)+(3\times42)))=\$15{,}414$$

5. The POC for this function is MAJ David A. Smith. He can be reached at david.a.smith@us.army.mil, or by telephone (703) 696-9778, DSN 426-9778.

DAVID A. SMITH
MAJ, AR
ORSA Analyst

MEMORANDUM FOR RECORD

SUBJECT: COBRA Data Certification

1. FACTORS: Container Cargo Rates

2. DESCRIPTION: The cost in dollars per ton of shipping equipment to and from OCONUS installations

3. CERTIFIED VALUE:

a. Puerto Rico equipment – 135

b. Puerto Rico vehicles – 125

c. Europe equipment – 168

d. Europe vehicles – 72

e. Hawaii equipment – 161

f. Hawaii vehicles – 85

g. Guam equipment – 144

h. Guam vehicles – 79

i. Korea equipment – 178

j. Korea vehicles – 76

4. DATA SOURCE: FY 2005 Liner Container Rates, SDDC

a. DATE LAST UPDATED: 23 September 2004

b. DATE OF NEXT UPDATE: September 2005

5. METHODOLOGY: To determine a rate for each location and cargo commodity we averaged the rate from CONUS (East Coast), CONUS (Gulf Coast), and CONUS (California Coast).

6. I certify that the information supplied is accurate and complete to the best of my knowledge and belief.

DAVID A. SMITH
MAJ, AR
ORSA Analyst

MEMORANDUM FOR RECORD

SUBJECT: COBRA Data Certification

1. FACTORS: Breakbulk Cargo Rates

2. DESCRIPTION: The cost in dollars per ton of shipping equipment to and from OCONUS installations

3. CERTIFIED VALUE:

a. Puerto Rico equipment – 65

b. Puerto Rico vehicles – 55

c. Europe equipment – 94

d. Europe vehicles – 143

e. Hawaii equipment – 86

f. Hawaii vehicles – 71

g. Guam equipment – 121

h. Guam vehicles – 101

i. Korea equipment – 153

j. Korea vehicles – 139

4. DATA SOURCE: FY 2005 Liner Breakbulk Rates, SDDC

a. DATE LAST UPDATED: 23 September 2004

b. DATE OF NEXT UPDATE: September 2005

5. METHODOLOGY: To determine a rate for each location and cargo commodity we averaged the rate from CONUS (East Coast), CONUS (Gulf Coast), and CONUS (California Coast).

6. I certify that the information supplied is accurate and complete to the best of my knowledge and belief.

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