



UNITED STATES TRANSPORTATION COMMAND
508 SCOTT DR
SCOTT AIR FORCE BASE IL 62225-5357

Posted: 23 Mar 11

8 Feb 10

MEMORANDUM FOR POTENTIAL OFFERORS

FROM: USTRANSCOM TCAQ-I/A

SUBJECT: Direct Procurement Method (DPM) Volume 42 Solicitation

1. This memorandum provides notice to potential offerors that we are soliciting DPM air rates for the Volume 42 cycle effective 01 Apr 10 through 31 Mar 11. In order to file rates, offerors must be listed on SDDC's FCRP Approved Air Freight Carriers List, URL: <https://mustang.eta.sddc.army.mil/ccp/Ccp>
2. The purpose of the tender solicitation is to obtain rates for DPM air transportation of crated household goods (HHG) and unaccompanied baggage (UB) shipments between designated rate areas listed in the DPM International Commercial Air program, including intertheater and intratheater shipments.
3. Rates must be submitted to our office *no later than 26 Feb 10, 1600L*. Please review the solicitation thoroughly as we have made several changes; most notably responding carriers/forwarders will provide prices/rates to USTRANSCOM via the included electronic copy Excel rate sheet file containing a) Household Goods rates, and b) Unaccompanied Baggage rates.
4. As a reminder, all rates must be submitted in the MS-Excel file to the following e-mail addresses: john.wright@ustranscom.mil and gregory.hunt@ustranscom.mil. TCAQ will evaluate the rates and forward the approved rate results to SDDC.
5. Instructions for filing rates are located in Chapter VII. If you are not familiar with this program and have questions, please contact John Wright (618) 229-2474 or the undersigned at (618) 229-2462.
6. Attached is the DPM Volume 42 solicitation and attachments contained in a .zip file.
7. Questions pertaining to this matter should be directed to John Wright, (618) 229-2474 or the undersigned at (618) 229-2462 respectively.

//signed//
GREGORY V. HUNT
Contracting Officer

**Direct Procurement Method (DPM)
International Commercial Air
Tender Solicitation
Volume 42**

**Effective
01 April 2010 – 31 March 2011**



**UNITED STATES TRANSPORTATION COMMAND
DIRECTORATE OF ACQUISITION**

DIRECT PROCUREMENT METHOD

(DPM)

INTERNATIONAL COMMERCIAL AIR TENDER SOLICITATION

VOLUME 42

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DIRECT PROCUREMENT METHOD
(DPM)
INTERNATIONAL COMMERCIAL AIR TENDER SOLICITATION

Chapter I - POLICY

Item 100. Purpose: This publication provides guidelines, rules, regulations, and other information required to participate in the movement of personal property shipments worldwide. Changes to each volume may be included by page changes in each volume's rate solicitation letter. Carriers filing rates in response to this solicitation will submit rates in accordance with the procedures outlined in Chapter VII.

Item 101. Application and Scope: This solicitation is applicable to SDDC-approved air carriers and forwarders eligible to transport crated household goods (HHG) and unaccompanied baggage (UB) shipments between designated rate areas in DPM International Commercial Air program, including intertheater and intratheater shipments. By submission of rates under this solicitation carriers agree, to the fullest extent possible, air transportation under this agreement must be performed by a Civil Reserve Air Fleet (CRAF) member to the maximum extent possible. An available CRAF carrier must be used even if more expensive than a Non-CRAF carrier. Applicable rules and a list of qualified CRAF carriers is provided at Appendices B and G of this solicitation.

Item 102. Authority: Under responsibilities assigned by the Commander, United States Transportation Command, the Acquisitions Directorate (TCAQ), is responsible for the negotiation of rates worldwide for the transportation and storage of DPM International Commercial Air tender shipments. The rates are solicited on behalf of the entire DOD, including civilian appropriated and nonappropriated fund employees, and the U.S. Coast Guard.

Item 103. Industry Rate Submissions: Rates are submitted to TCAQ in accordance with the rate filing instructions outlined in Chapter VII. Carriers are responsible for the preparation and submission of their rates. Failure of electronic transmissions to arrive by the designated date will result in nonacceptance of the submissions.

Item 104. Time of Submission: Dates for rate filing are provided in the solicitation. The dates in the rate filing schedule represent the dates for which rate submissions must be completed in order to be considered responsive to the applicable solicitation.

Item 105. Acceptance of Offers: TCAQ reserves the right to reject any or all offers, to waive informalities and minor irregularities in offers received, to negotiate, accept, or reject initial or subsequent transmissions without discussion of rates, and to nonuse or cancel any rate upon due notice, and/or resolicit rates. Additionally, TCAQ reserves the right, on 15-day notice, to extend the effective period of rates by 45 days, to modify the rate filing period, to resolicit rates as the result of Government or carrier actions, to respond to data processing failures, strikes, embargoes, other policy/economic situations, and other similar reasons. Carriers are encouraged to file rates for only those channels they desire to serve.

Item 106. Release of Prices and Rates: Price and rates submitted by carriers and then approved by TCAQ may be considered releasable under various provisions of the Freedom of Information Act.

Item 107. Carrier Correspondence: Carriers are prohibited from distributing, or having distributed on their behalf, international household goods or unaccompanied baggage tariffs or tenders to

Personal Property Shipping Offices (PPSOs), unless a cognizant PPSO (acting IAW the Defense Transportation Regulation) requests rates or prices for services not available in Volume 42. Carriers are also prohibited from distributing any correspondence dealing with information that would be in conflict with the DPM International Commercial Air Program instructions.

Item 108. Sources of Assistance: In the event of problems or questions relative to these instructions, PPSOs should first contact the responsible SDDC Area Command, field office, or the designated representative. Problems that can not be resolved at these levels will be elevated to HQSDDC. Points of contact are as follows:

SDDC AREA	OFFICE	DSN	COMMERCIAL
PACIFIC	SDDC-P	456-3741	(808)656-3741
EUROPE	SDDC-PPO-E	314-421-4088	011-49-711-729-4088
SDDC	SDDC-PPP-PO	328-3279	(703) 428-3279

Item 109. Recommendations: Recommendations for proposed changes may be forwarded to TCAQ via SDDC, ATTN: SDDC-PPP-PO, through the responsible SDDC Area Command or the designated SDDC representative.

DIRECT PROCUREMENT METHOD (DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION (DICAS)

Chapter II - DEFINITIONS ASSOCIATED WITH THE DICAS PROGRAM

Item 200. United States Transportation Command (USTRANSCOM): United States Transportation Command (USTRANSCOM) is the component responsible for providing DOD airlift services.

Item 201. Area of Responsibility (AOR): A specifically defined geographic area where one PPSO has been designated the responsibility for acquisition of transportation, storage, and related services.

Item 202. Attempted Delivery: When the carrier offers the shipment to the destination PPSO or PPSO designated contractor listed in the consignee block 18, of the PPGBL and PPSO/contractor refuses to accept the shipment. Carrier is authorized compensation as outlined in Item 329.

Item 203. Reserved for Future Use.

Item 204. Carrier: A business entity that holds an appropriate certificate(s) or permit(s) issued by a federal or state regulatory agency and is approved by DOD for the movement of personal property.

Item 205. Carrier's Agent: A business firm, corporation, or individual acting for or on behalf of a carrier. A bona fide agent of a personal property carrier, as distinguished from a broker, is a person who, or business enterprise which, represents and acts for a air carrier, motor carrier, or freight forwarder and performs its duties under the direction of the carrier pursuant to a preexisting agreement with the carrier, providing a continuing relationship between them.

Item 206. Civil Reserve Air Fleet (CRAF) Program: A program designed to utilize contractually committed airlift resources of US air carriers to support Department of Defense airlift requirements in compliance with National Airlift Policy.

Item 207. Continental United States (CONUS): As used in connection with household goods, includes all areas within the United States, excluding Hawaii. For purposes of soliciting rates for unaccompanied baggage, this includes all areas within the contiguous United States, excluding Alaska and Hawaii.

Item 208. Destination Point: City, installation, or contractor facility shown in the consignee block 18 of the PPGBL.

Item 209. Direct Procurement Method (DPM): A method of shipment in which the Government manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contractual arrangements, or by the use of Government facilities and personnel.

Item 210. (DPM) International Commercial Air Solicitation (DICAS): A solicitation standardizing services performed by commercial air freight forwarders and carriers. Rates are solicited by TCAQ from individual carriers for the movement of crated household goods and unaccompanied baggage and are effective during a 12-month period. Normal rate cycles are effective during the period commencing April 1 thru March 31 of the following calendar year.

Item 211. Disqualification: Action taken by USTRANSCOM or SDDC, which results in the exclusion of a carrier or storage firm from participation in the DOD Personal Property Movement and Storage Program, at one or more installations for a definite or indefinite period of time.

Item 212. Diversion: A change to the original destination of an enroute personal property shipment. Shipments requiring further over-ocean transportation shall be terminated and reshipped. Applicable to a change in the destination of a shipment not in Storage-In-Transit (SIT) to a new destination more than 30 miles from the original destination point.

Item 213. Filing Dates: Specified dates announced by TCAQ during which rates and other data must be filed.

Item 214. Final Delivery Point: Place at which carrier surrenders possession of property to the member, member's agent, Government representative, or its designated contractor, and no further transportation or services are required under the PPGBL.

Item 215. Government Bill of Lading Office Code (GBLOC): A designated code consisting of four alpha characters unique to each PPSO. The GBLOCs are used for internal accounting purposes and for the distribution of information to PPSOs.

Item 216. Gross Weight: The aggregate weight of all articles plus necessary packing materials and shipping containers.

Item 217. Headquarters Surface Deployment Distribution Command (HQSDDC): The Army component of US Transportation Command is responsible for all the DOD's surface transportation shipments as well as several core transportation processes.

Item 218. Reserved for future use.

Item 219. Installation Transportation Officer (ITO): The military or civilian employee of the Government designated by the appropriate authority to perform assigned personal property traffic management functions at an installation or activity, regardless of whether or not that is the organizational title of the individual. (See PPSO)

Item 220. Intertheater Movement: Movement of personal property from an origin point in one overseas theater to a destination point in another overseas theater. Movements to or from CONUS are not considered intertheater. Example: Saudi Arabia (CENTCOM) to Germany (EUCOM.)

Item 221. Intratheater Movement: Movement of personal property from an origin point in an overseas theater to a destination point in the same overseas theater.

Item 222. Kilogram: One kilogram is equal to 2.2046 pounds. To convert kilograms into pounds, multiply kilograms by 2.2046 factor. To convert pounds into kilograms, multiply pounds by 0.453.

Item 223. Kilometer: One kilometer equals 3,280.8 feet or 0.62137 mile. To convert kilometers into miles, multiply the number of kilometers by a 0.62137 factor. To convert miles into kilometers, multiply the number of miles by a 1.609 factor.

Item 224. Military Airlift Policy: The DOD policy states that AMC will be used in modes utilizing commercial over-ocean air for service in every instance where it can meet delivery requirements.

Item 225. Mistake In Rate Filing (MIRF): An error acknowledged by the carrier after review of their rate submissions. Carrier may obtain relief for mistakes in rate filing only upon review and approval by TCAQ.

Item 226. Net Weight: The net weight of shipments transported in containers shall be the difference between the tare weight of the empty container and the gross weight of the packed container.

Item 227. Origin Installation: Military installation or activity with a PPSO which controls and issues PPGBLs for personal property shipments.

Item 228. Overseas Theater: An overseas area which is composed of those elements of one or more of the armed services, designated to operate in a specific geographical area, i.e., the Pacific, European, Southern, or other command.

Item 229. Packing Carton: Carton used for packing items requiring additional protection prior to placing inside shipping container.

Item 230. Personal Effects: Furniture, furnishings, equipment, clothing, baggage, professional books, papers, and equipment, and all other personal property associated with the home and person, as defined in the Joint Federal Travel Regulations (JFTR).

Item 231. Personal Property Government Bill of Lading (PPGBL): An accountable shipping document used for the acquisition of authorized transportation and related services from commercial carriers for the movement of DOD sponsored personal property shipments (SF 1203).

Item 232. Personal Property Shipping Office (PPSO): An office designated by an appropriate authority to perform personal property traffic management functions for an area of responsibility.

Item 233. Pickup Point: The specific location where the DPM carrier takes possession of the personal property shipment.

Item 234. Point of Diversion: The location of the shipment when orders are given to the carrier by the PPSO to change the destination point.

Item 235. Rate Area: An area may be defined as each of the states, and the District of Columbia, in the Continental United States (CONUS), and a country, U.S. possession, or other such description in the overseas area. However, individual states and countries may be subdivided into two or more rate areas or combined into a single larger rate area to facilitate service and rate computations. Note that the 48 states and the District of Columbia within the United States (See Item 207) are listed as a single rate area.

Item 236. Required Delivery Date (RDD): A specified calendar date upon which the DPM air carrier is required to provide destination delivery of the personal property shipment to the member, member's agent, or responsible authority. If the RDD falls on a Saturday, Sunday, foreign national, U.S. national or state holiday, the RDD will be the following work day.

Item 237. Shipping Container: External container, crate, tri-wall, bi-wall, or other Government-approved container into which individual articles and/or packing cartons are placed.

Item 238. Single Factor Rate (SFR): An all-inclusive single rate, filed with TCAQ, for all charges associated with the movement of the shipment except certain accessorial charges.

Item 239. Standard Carrier Alpha Code (SCAC): An alpha code assigned to carriers, that are state/federally regulated, by the National Motor Freight Traffic Association to identify carriers in various procedures and documents used in the personal property program.

Item 240. Standard Point Location Code (SPLC): A Standard Point Location Code consists of alpha-numeric characters which are assigned to identify areas for the purpose of geographical accounting.

Item 241. Traffic Channel: A rate-area-to-rate-area movement of HHG or UB under a single code of service.

DIRECT PROCUREMENT METHOD
(DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION

Chapter III - TERMS, CONDITIONS, AND RULES

Item 300. Purpose: This chapter contains information on the terms, conditions, and rules that carriers agree to adhere to for participation in the DPM International Commercial Air Tender Program.

Item 301. Certification: By the filing and certification of rates, carriers verify that they will adhere to the terms, conditions, rules, and charges contained in this solicitation.

Item 302. Application of Solicitation:

a. This solicitation is applicable to shipments transported for the account of the Department of Defense, including the U.S. Coast Guard, herein called the Government. This rate solicitation applies to the transportation of unaccompanied baggage and crated household goods between designated installations or contractor's facilities worldwide.

b. Provisions of this solicitation apply, for the account of the Government, to the transportation SFR filed with TCAQ. The carrier's effective rate on file on the date of pickup will apply.

c. Unless otherwise stated, all rates are expressed in U.S. dollars and cents per per hundredweight (CWT).
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Item 303. Rate Filing and Approval Prerequisites:

a. Carriers must have a SCAC code prior to the rate cycle.

To acquire a SCAC code, carriers must contact the National Motor Freight Traffic Association at (866) 411-6632 or (703)838-1810, <http://www.nmfta.org/>.

b. SDDC FCRP Approved Air Freight Carrier List

c. Offerrors must be listed in the SDDC Approved Air Freight Carrier List: <https://mustang.eta.sddc.army.mil/ccp/Ccp> prior to USTRANSCOM approval of their rates.

d. Carriers desiring to participate in the movement of DOD-sponsored personal property DPM International Commercial Air Program must submit their intent in writing to TCAQ.

e. Carriers that do not participate in the program for three consecutive volumes will be removed from the solicitation list.

Item 304. Compensatory Rates: Rates submitted will be filed in compliance with the policies and procedures contained in the rate filing instructions and this solicitation. Carriers should evaluate each rate filed to ensure that quality service can be provided with a reasonable profit to the carrier. Rates should be filed only between those rate areas where the carrier desires to serve. The carrier certifies the ability and willingness to perform at the rate listed for each rate channel for a

minimum of 2 months from the effective date of the cycle. Carriers are reminded that service will be to the entire rate area and not just the area immediately surrounding the installation.

Item 305. Independent Action:

a. Except for lawful discussions between your firm and other carriers or agents providing underlying transportation, including discussion with interlining carriers, carriers certify that:

(1) The rates in this submission have been arrived at independently without consultation, communication, or agreement for the purpose of restricting competition as to any matter relating to such rates with any other carrier or to any other competitor.

(2) Unless otherwise required by law, the rates in this submission have not been, and will not knowingly be, disclosed prior to the effective date of such rate, or changes thereto, directly or indirectly, to any other carrier or to any other competitor.

(3) No attempt has been made to induce any other person or firm to submit or not submit such rates for the purpose of restricting competition.

Item 306. Right to Audit by DOD: By filing rates in response to this solicitation, the carrier agrees that USTRANSCOM, HQSDDC, or other appropriate Government agencies, will have the audit and inspection rights for any purposes described as follows:

a. Examination of Financial Records: The right to examine carrier financial records, documents, and other evidence, including accounting procedures and practices, sufficient to reflect all direct and indirect costs of whatever nature claimed to have been incurred, and anticipated to be incurred, for the performance of this service. Such right of examination shall include inspection at a reasonable time, at the carrier's place of business, or such parts thereof, as may be engaged in the performance of the solicitation.

b. Cost Data Elements: If the carrier submits cost or pricing data in connection with the prices offered in the solicitation, or any change or modification thereto TCAQ, or its designated Government representatives shall have the right to examine all financial records, documents, and other such carrier data related to the pricing or performance of such service, change, or modification, for the purpose of evaluating the accuracy, completeness, and reasonableness of the costs or pricing data submitted. The right of examination shall extend to all documents necessary to permit adequate evaluation, along with the computations and/or projections used therein.

Item 307. Right to Audit by Comptroller General: The Comptroller General of the United States or its designated Government representatives may, until 3 years after final payment of any PPGBL under these rates, have access to and the right to examine, for any lawful purpose, directly related pertinent books, papers, documents, and records of the carrier involving transactions related to the solicitation. The periods of access and examination of records which related to litigation or settlement of claims arising from the carrier's performance, or costs and expenses of these rates to which exception has been taken by the Comptroller General or its representatives, will continue until such appeals, litigation, or claims have been settled.

Item 307. Right to Audit by Comptroller General: The Comptroller General of the United States or its designated Government representatives may, until 3 years after final payment of any PPGBL under these rates, have access to and the right to examine, for any lawful purpose, directly related pertinent books, papers, documents, and records of the carrier involving transactions related to the solicitation. The periods of access and examination of records which related to litigation or

settlement of claims rising from the carrier's performance, or costs and expenses of these rates to which exception has been taken by the Comptroller General or its representatives, will continue until such appeals, litigation, or claims have been settled.

Item 308. Alternation of Rates and Charges: This schedule of rates and charges will not apply for a carrier where the total charges accruing hereunder exceed the total charges otherwise applicable for that carrier for the same service(s).

Item 309. Quantity Estimates/Volume of Tonnage: Performance data will continue to be extracted and maintained at HQ SDDC. USTRANSCOM provides Quantity Estimates in the "Services and Rate Sheet". This estimate is based on SDDC and USTRANSCOM examination of projected requirements and record data from the preceeding DPM Volume (Volume 41 performance from 1 April 2009 thru 31 December 2009). This data, however, does not guarantee that the same amount of tonnage will move during any particular cycle, nor does it guarantee that any traffic, in any given channel, will be moved via DPM commercial air. The PPSO has the option of selecting the method which will meet the needs of the service member and criteria established by their military services' headquarters.

Item 310. Acceptance of Rates: Carriers that submit rates to TCAQ will be provided with a Carrier Accepted Rate Printout upon completion of the filing period, but prior to TCAQ approval of the services and rates. These printouts will include a listing of rates that have been accepted.

Item 311. Variances and/or Non-Availability of TCAQ Approved Rates:

a. Cancellations: When a carrier has no accepted rate on file due to a cancellation, the carrier is responsible for refusing shipments offered for that traffic channel. Acceptance and movement of a shipment by the carrier over such traffic channels under a PPGBL constitutes an agreement by that carrier to perform the services at the original rate filed by the carrier.

b. Rate Not Filed: When a carrier accepts a shipment on a channel where it has no rate on file, that acceptance constitutes an agreement by that carrier to perform the transportation services. The accepted low rate on file for the channel will be the negotiated rate (However, rates established via PPSOs IAW Item 107 may apply).

Item 312. Termination of Rates: Carriers' rates, submitted in response to this solicitation, must be honored for a minimum of two(2) months. For example, rates effective 1 March must remain valid through 30 April (a two month period). Cancellations will not apply to shipments made from an origin point before the effective date of the cancellation cycle.

Item 313. Rate Changes: Rates contained in this solicitation are firm for the duration of the rate cycle. No increases or decreases are allowed. However, see Item 312 above for cancellation of rates).

Item 314. Responsive Service:

a. Carrier agrees to have sufficient equipment and personnel prior to the effective date of the solicitation, in order to respond to movement requirements within 24 hours from time of request for service and meet the required RDD.

b. The Government reserves the right to terminate shipments at any point prior to delivery, and to arrange for onward movement to destination when the carrier is unable to perform in such a manner as to ensure the timely movement of the shipment.

Item 315. Limitation of Liability: Guidelines for Full Replacement Value (FRV)

Definitions:

Military Claims Office (MCO): Any office designated by a military service to take in, process or adjudicate claims.

Notices or Communications: When communications are required to be “in writing”, they may be transmitted by mail, by telephonic facsimile, or by electronic mail.

Owner: The term “owner” pertains to the person whose property is being shipped and whose name the property is stored under and shall mean the person who is entitled to a shipment at DoD expense, even if that person does not have formal legal title to all of the goods that are shipped, and shall include the owner’s agent/consignee, or, in the case of a deceased owner, the survivors or estate of the owner.

Transportation Service Provider (TSP): Any party, person, agent, or carrier that provides freight or passenger transportation and related services to an agency. In the case of personnel property the term “TSP” in the liability and claims sections of this document refers to contractor, motor carrier, freight forwarder, or broker.

1. Direct Procurement Method (DPM) Shipments

a. When custody of a shipment is transferred from one TSP or contractor to another, the TSP or contractor delivering the shipment to another TSP or contractor will furnish the receiving TSP or contractor two legible duplicate copies of the shipment inventory. The receiving TSP or contractor will have the option, at its expense, to conduct a joint inspection of every item and carton listed on the shipment inventory. If, at the time each item is checked, there is a difference in the condition of the items from what is listed on the shipment inventory, the receiving TSP driver will prepare an exception sheet noting the condition of the containers or to specific cartons within the containers, and use a rider noting thereon any shortage/overage, or differing conditions, cross-referenced to the original shipment inventory. If no new loss and/or damage is discovered, an exception sheet will be prepared stating, "no differences noted", signed and dated by the receiving TSP’s warehouseman and driver. In the event the opinion of the delivering TSP or contractor’s driver and the receiving TSP or contractor representative differ, both opinions will be listed on the rider and separately identified. Both the delivering and receiving TSP or contractor representatives will sign and date the exception sheet/rider, each retaining a legible copy for their files. In the event a claim is filed, each TSP or contractor receiving the goods from another TSP or contractor will furnish legible copies of the exception sheet/rider to the member or MCO, upon request.

2. Liability Limits for Loss or Damage

a. The contractor is liable to the owner, or to the military service that contracted for the shipment, for loss and/or damage that occurs to the owner’s personal property while it is in the custody of the contractor. Liability on all shipments, whether domestic or

international, will be determined in accordance with the Carmack Amendment to the interstate commerce act, (Title 49, United States Code, Section 14706) unless a specific provision herein establishes a different rule or procedure b. When a claim is filed directly with the contractor within nine (9) months of the delivery date, the contractor's maximum liability on all shipments will be the greater of:

1. \$ 5,000.00 per shipment, or
2. \$ 4.00 times either the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds, not to exceed \$ 50,000.00.

b. On all other loss and/or damage claims asserted against the contractor, the contractor's maximum liability will be limited to \$1.25 times the net weight of the shipment, in pounds.

c. Payments by the contractor to an owner for inconvenience claims will not be deducted from the contractor's maximum liability for loss or damage, but are a separate liability.

3. Full Replacement Value (FRV) Liability

a. When the owner files a claim with the contractor within nine (9) months of the delivery date, the contractor is liable for the FRV of any lost or destroyed items subject to the limits of liability stated in Paragraph 2.

b. If an owner submits a claim to a MCO within nine (9) months of the delivery date but wants the claim to be forwarded to the contractor for settlement, the owner will be considered as having filed within nine (9) months of the delivery date.

c. If the contractor receives a claim that has been forwarded by a MCO within nine (9) months of the delivery date, the contractor will be liable for the FRV. If the contractor receives a claim from a MCO more than nine (9) months after the delivery date, but it is postmarked or electronically transmitted within nine (9) months of the delivery date, then the contractor will treat the claim as if it had been filed directly with the contractor within nine (9) months of the delivery date and the contractor will be liable for FRV protection. On these claims, the contractor liability is as follows:

1. For items that are damaged but not destroyed, the contractor will, at its option, either repair the items to the extent necessary to restore them to their original condition when received by the contractor, or pay the owner for the cost of such repair.

2. For items that are destroyed (i.e., the repair cost exceeds replacement cost) or lost, the contractor will, at its option, either replace the lost or destroyed item with a new item, or pay the undepreciated replacement cost of a new item. New items should, to the greatest extent possible, be from the same manufacturer and should be the same make and model as the item that was lost or destroyed. If the contractor cannot find a new item that is the same as the item that was lost or destroyed, it may replace the item with one of comparable quality and features. For lost or destroyed items that are parts of sets, such as a silver service, crystal glasses, or china, the contractor may replace the lost item with a like item that matches the rest of the set. Items, such as collectable figures (e.g., Hummel and Lladro), collectable plates, collectable dolls, baseball cards, antiques, comic books,

coin and stamp collections, and objects of art, which cannot be properly replaced with new items because their value is partly based on the fact they are no longer made and are no longer available for purchase. For this type of item, the contractor may replace the lost or destroyed item with the same or comparable item or pay the replacement cost of the item.

d. When FRV applies to a shipment including one or more motor vehicles (motorcycles, mopeds, or motor scooters), the contractor's maximum liability for the vehicles will be the value stated in the current issue of the N.A.D.A.'s official used car guide (the "Guide") for such vehicle(s), adjusted for mileage and other factors considered in the guide. However, if either the owner or the contractor has obtained an appraisal of the vehicle from a qualified appraiser, settlement will be based on the appraised value

e. For boats, personal watercraft, ultra light aircraft, pianos, organs, firearms, objects of art, all-terrain vehicles, and snowmobiles, the contractor may replace the item with a comparable used item or pay the fair market value replacement cost since these are large, expensive items that are not part of the typical shipment and have an active, widespread secondary market.

f. The owner may reject a payment or item offered by the contractor to settle a claim. If an owner files a claim with the delivering contractor within nine (9) months of the delivery date, but fails to settle the claim directly with the contractor, the owner may transfer their claim to a MCO subject to the limitation under claims filing procedures. In cases where transfers have occurred, the contractor will not have the option to repair or replace items in kind, but must pay the MCO the repair cost or undepreciated replacement cost of a new item, whichever is less. If the contractor can show that they offered the owner a replacement item of comparable or better quality than the item lost, the contractor's liability for that item will be limited to their replacement cost at the time offered (including any tax or drayage) or the amount demanded, whichever is less.

g. Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the contractor is not required to pay shipping charges and/or sales tax in excess of \$10.00 on a claim until provided proof that the charges and taxes were actually paid.

4. Actual Value (Depreciated) Liability

a. If the owner files a claim directly with the contractor more than nine (9) months after the delivery date, the contractor is liable for the depreciated value of the items up to a maximum of \$1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment. Liability will be as follows:

1. For items that are damaged but not destroyed, the contractor will, at its option, either repair the items to the extent necessary to restore them to their original condition when received by the contractor, or pay the owner for the cost of such repairs, up to the depreciated value of the items.

2. For items that are destroyed (i.e., the repair cost exceeds depreciated value) or lost, the contractor will pay the depreciated replacement cost for the item. However, if the owner is willing to accept a replacement item instead of cash payment, the contractor may settle all or part of a claim by delivering a replacement item(s) of like kind, quality and condition to the owner.

b. If the owner files a claim directly with a MCO, and does not file directly with the contractor for settlement, the MCO will adjudicate the claim pursuant to statutory and regulatory guidance. The MCO may then assert a recovery claim against the destination contractor. The contractor, on this type of a recovery claim, will be liable to the MCO for the depreciated replacement or repair cost, whichever is less. If the owner files a claim directly with a MCO, the contractor will not be liable for more than the depreciated replacement cost, not to exceed \$1.25 times the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds.

c. In settling claims for the depreciated replacement cost of an item, the MCO and contractor will use the Joint Military-Industry Depreciation Guide (JMIDG), for those items that are listed in the guide and any applicable supplements. The MCO and contractor will use the current replacement cost of the item as a base to apply the depreciation factor to arrive at the current actual value of the item. If an item cannot be replaced, or no suitable replacement is obtainable, the proper measure of damages for items that depreciate will be the original cost, adjusted upward to reflect the increase in the Consumer Price Index (CPI) since the date of purchase, and then adjusted downward to reflect the depreciation rate in the JMIDG found at the following web site: [https://www.jagcnet.army.mil/jagcnetintranet/databases/claims/usarcs.nsf/\(jagcnetdocid\)/82e95d4b1f719ef985257067004e4515/\\$file/jmidg.pdf#search=%22joint%20military-%20industry%20depreciation%20guide%22](https://www.jagcnet.army.mil/jagcnetintranet/databases/claims/usarcs.nsf/(jagcnetdocid)/82e95d4b1f719ef985257067004e4515/$file/jmidg.pdf#search=%22joint%20military-%20industry%20depreciation%20guide%22)

d. Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. The contractor is not required to pay shipping charges and/or sales tax in excess of \$10.00 on a claim until provided proof that the charges and taxes were actually paid.

5. Exclusions from Liability

a. The contractor is liable for physical loss and/or damage to any article that occurs while being transported or stored except loss and/or damage caused by or resulting from the following:

1. From an act or omission of the owner;
2. From defect or inherent vice of the article;
3. From hostile or warlike action in time of peace or war including action in hindering, combating or defending against an actual, impending or expected attack; from any weapon of war employing atomic fission or radioactive force whether in peace or war; or from insurrection, rebellion, revolution, civil war, usurped power or action taken by Governmental authority in hindering, combating or defending against such occurrence;
4. From seizure or destruction under quarantine or customs regulations; confiscation by order of any Government or public authority, or risks of contraband or illegal transportation or trade;
5. From delay caused by strikes, lockouts, labor disturbances, riots, civil commotions, or the acts of any person or persons taking part in any such occurrence or disorder;
6. From Acts of God (also known as Acts of Nature);
7. From pre-existing infestations by mollusks, arachnids, crustaceans, parasites or other types of pests; and for fumigation or decontamination when not the fault of the contractor;
8. From loss and/or damage that occurs prior to release to the contractor while the goods are in the possession of another TSP or contractor under an unrelated

shipment of the goods. When a shipment is released from storage under another TSP or contractor's control, the new contractor or TSP is not liable for an item claimed as missing which should have been listed as a separate item on the inventory, but which was not listed on the inventory prepared by the original contractor or TSP. However, the contractor or TSP will be liable for items packed in cartons, if the carton is listed on the inventory, and the item claimed bears a reasonable relationship to the contents of the carton listed on the inventory, unless the TSP or contractor can produce evidence (i.e. exception sheet/rider, etc.) to shift liability back to a prior handler.

9. The contractor is not liable for intangible property, securities, or for the sentimental value of an item.

10. The contractor is not liable for pre-existing damage.

b. The exclusions listed above will not apply if the contractor's own negligence significantly contributed to the loss and/or damage. However, if the contractor, after giving written notice to the appropriate Government contracting office/transportation office, or electronic or written notice to the owner, of a potential risk of loss and/or damage to the shipment from the above causes, is instructed by the Government or the owner to proceed with such transportation and/or delivery, notwithstanding such risk, the contractor is not liable for the loss attributed to the risk.

(6) Duty to Mitigate Loss

a. If a loss and/ or damage occurs to a shipment from one of the excluded causes listed in exclusions from liability, Paragraph B.(5), the contractor may still be liable for additional damage that results from its failure to take reasonable steps to mitigate the extent of the loss. For example, if a shipment is damaged by water from a flood or hurricane, the contractor, as soon as practical, must attempt to clean and dry the items, rather than allow further damage (e.g., rust, warping, or mildew) to develop from prolonged exposure to dampness. In some cases, the responsible TO may direct the contractor to undertake specific mitigation work, or may authorize payment for mitigation work, subject to later determination of whether the Government or the contractor will be liable for the cost. The cost of any mitigation efforts not paid by the Government will be deducted from the contractor's maximum liability for loss or damage under liability, Paragraph B.(1) and B.(2).

(7) Time Limitations on Liability for Loss and/or Damage Claims

a. The contractor will not be liable for loss and/or damage unless the owner files a claim directly with the contractor or with a MCO under the Military Personnel and Civilian Employees Claims Act (MPCECA) within two (2) years of the delivery date of the shipment that included the loss and/or damaged items. For purposes of timely filing with the contractor or a MCO, timeliness will be determined by the MCO based on the statute, case law, and the service's claims regulations and instructions.

b. When the owner files a claim with the contractor within nine (9) months of the delivery date, the contractor is liable for the FRV of any loss and/or damaged items subject to the maximum liability listed in Paragraph 2.

c. For the purpose of the two (2) year limit for filing directly with the contractor; if a claim for loss and/or damage accrues during war or an armed conflict in which an armed force of the united states is involved, or has accrued within two (2) years before war or an armed conflict

begins, and there is good cause for delay in filing due to that armed conflict or war, then the claim must be presented within a reasonable time as determined by the MCO after the cause no longer exists, or after the war or armed conflict ends, whichever is earlier. An armed conflict begins and ends as stated in concurrent resolution of congress or a decision of the President. Any extension granted by this provision will be at least as long as the duration of the good cause and may be longer, at the discretion of the contractor.

d. If the owner files a claim with a MCO, the contractor will not be liable to the Government on a recovery claim if the Government does not dispatch a written demand on the contractor within four (4) years of the delivery date. This four (4) year period will be extended by any period granted under time limitations on contractor or contractor's liability for loss and/or damage claims, Paragraph 7. If the Government does dispatch a written demand on the contractor within four (4) years of the delivery date, the Government will have the normal six (6) years specified in Title 28, United States Code, Section 2415, to resolve the claim or file suit.

e. If an owner files a claim directly with the contractor and then receives written notice from the contractor that all or part of the claim has been denied, then the owner may transfer the claim to the appropriate MCO, provided such a claim can still be timely filed under the MPCECA. If a recovery claim is not filed by a MCO against the contractor within four (4) years of the delivery date, including any extended period in time limitations on contractor or contractors liability for loss and/or damage claims, Paragraph 7, or member's suit is not instituted within two (2) years of receipt of the written notice, then the contractor is not liable for any part of the claim that was denied in the notice.

f. In summary, the specific timeline and steps for filing a claim are as follows:

1. At delivery: Owner and contractor will review then sign the DD1840 regardless if there are any loss and/or damage evident at the time of delivery.
2. Within 75 days of delivery: Owner must submit the notice of loss and/or damage DD1840R to the contractor.
3. Within nine (9) months of the delivery date: Owner must file a written or electronic claim with the TSP identifying the owner, list sufficient facts to identify the shipment(s) involved, assert a demand for a specific amount of money, and list each lost and damaged item with description to be eligible for FRV.
4. If a claim is not completely settled after 30 days, owners may transfer the claim to the appropriate MCO. However, owners may transfer a claim immediately, and still be eligible for FRV
5. Within two (2) years of the delivery date: Owner has the right to file their claim up to two (2) years from the delivery date. If the claim is filed after nine (9) months from the delivery date but before two (2) years from the delivery date, the owner is only entitled to depreciated value of the items as per claims rules.

(8) Termination of Liability for Goods in Storage-in-Transit (SIT)

a. The contractor's responsibility for a shipment and its liability under the Bill of Lading or for a shipment in SIT will terminate, and the warehouse will become the final destination of the shipment, on midnight of the day specified in the notice which the contractor receives through the

PPSO advising that the Government nature of the shipment will terminate. The notice of termination cannot be retroactive. This notice of termination can be rescinded not later than one (1) business day prior to the effective date of the termination.

b. The Government will pay the contractor for all SIT costs, up to and including the day of termination. Once termination, in accordance with the above paragraph has occurred, the Government may not revive the contractor's liability under the original Bill of Lading, or reinstate the original Bill of Lading. If after termination, the Government wishes to continue the Government's payment for continued storage, the Government must enter into a new contract with the contractor and/or issue a purchase order or new bill of lading for delivery and any additional services needed after the termination notice.

c. In the event that SIT converts to the service members expense, the contractor is required to provide a copy of the Joint Inspection Form (i.e. rider to the inventory or exception sheet) if requested by the Military Claim Office.

(9) High Value Items and High Risk Inventories

a. High value items are limited to currency, coins, jewelry, silverware and silver service sets, crystal, figurines, furs, objects of art, computer software programs, manuscripts, comic books, baseball cards, stamps, and other collectable items or rare documents that have a value in excess of \$100.00 per pound. For purposes of determining the contractor's liability, all such items will be deemed to weigh at least one pound. A collection of compact disks (CDs) and digital video disks (DVDs) will not be considered high value items. However, individual CDs or DVDs with a value in excess of \$50.00 will be considered a high value item.

b. The contractor's liability for high value items will be limited to \$100.00 per pound of the article if the owner fails to inform the contractor that such items are included in the shipment after the contractor asks the owner, in writing, to list any items in the above categories that will be included in the shipment. In order to account for such items, and in order to facilitate special handling of such items, the contractor may use a separate high-risk inventory. Items such as CDs, video tapes and DVDs, that do not qualify as high value items for purposes of this provision limiting liability may be included on a high risk inventory.

c. A high risk/high value inventory form, even if it is signed by the owner upon delivery which fails to note any shortage at delivery, will normally be treated like any other inventory for purposes of determining whether there was any loss and/or damage in transit. The Notice of Loss and/or Damage form (DD Form 1840R), that gives the contractor notice of later discovered loss and/or damage would overcome the presumption of correct delivery, even for high value items listed on a special inventory, unless the following conditions are met:

1. If the high risk/high value inventory form has a block to denote delivery, the owner must initial each block for each item. A check mark, or an "x", is not sufficient.

2. The high risk/high value inventory form must contain a warning, in bold type larger than any other type on the form, that if the owner notes on this inventory that an item was delivered, they may not later claim the item was missing with either the contractor or with a MCO.

3. The destination contractor must attest in writing that, prior to departure from the residence, the contractor and the owner opened all containers in which the high risk/high value items were packed; they removed the items from the containers; physically inspected each item; and the contractor advised the owner of the consequences of signing the high risk/high value inventory form.

(10) Items Liable to Cause Damage

a. The following will not be accepted for shipment by the contractor:

1. Property whose inherent nature is liable to impregnate, contaminate, or otherwise cause damage to other property or equipment.
2. Items which cannot be taken from or delivered to the premises without damage to the items or the premises.

(11) Rules for Inventory and Delivery of Damaged Items

a. All current rules, published in the DTR, Appendix G - Performance Work Statement for Packing, Containerization and Local Drayage of Direct Procurement Method (DPM) personal property shipments, for the preparation of the inventory for shipments will be followed.

Item 316. Distribution of Rates: HQSDDC will distribute rates to the PPSOs.

Item 317. Traffic Distribution: The PPSO is responsible for offering shipments, including those eligible to move via DPM commercial air, to the CRAF carrier(s) operating under a USTRANSCOM International Airlift services Contract, providing the lowest overall cost to the Government in any given traffic channel. This is, however, subject to an affirmative determination, by the Government, as to the CRAF carrier's ability to provide the required services and performance at the total overall cost to the Government. If CRAF carriers are unavailable or cannot meet requirements (except cost) then, and only then, will non-CRAF carriers be used. In this case, if the rate submitted by the low cost carrier is deemed either excessive to the commercial rates available, or the carrier is incapable of meeting the requirements as provided herein, the available tonnage will be offered to other carriers. Carriers offering rates and services under the terms of this solicitation must be capable of providing the required services within the traffic channel for which rates are submitted. Refusal to accept shipments may result in action by the Government to remove the carrier from further participation in this program.

Item 318. Minimum Weight: The SFR rate is based on the gross weight of the articles shipped. Shipments, weighing less than 100 pounds gross, shall be accepted only at a weight of 100 pounds.

Item 319. Determination of Weight:

a. The SFR, and all other charges based on weight, are based on gross weight. The gross weight shall be determined by certified scale weight by the origin DPM contractor on warehouse platform scales, Government scales, or public truck scales. The contractor is responsible for entering weights on the PPGBL.

b. Charges will be assessed by pound or cube, dependent upon the size of the shipment. The cubic foot measurement will be multiplied by a density factor of 10 to determine cubic weight. The chargeable weight is the actual gross weight or volume weight, whichever is greater.

Item 320. Required Delivery Date (RDD):

- a. Carrier traffic management procedures should be geared to provide 100 percent of deliveries on time. The RDD will be established by the PPSO and shown on the PPGBL.
- b. Transit times will be measured in calendar days; holidays, and weekends inclusive.
- c. Computation of the transit time will commence on the day of pickup and in accordance with Chapter VI, of this solicitation.
- d. Failure to achieve an acceptable level of on-time deliveries may be cause for removal from the DPM International Commercial Air Program. Removal may extend into subsequent rate cycles.

Item 321. Unsatisfactory Carrier Performance:

- a. The carrier's overall performance will be monitored by the responsible PPSO. The first service failure will result in written notification by the PPSO. The second service failure may result in the PPSO removing the carrier from further participation until the end of the current cycle. Service failures include, but are not limited to, shipment refusals, failure to provide tracing information, failure to arrange customs, utilizing aircraft of foreign flag registry under conditions that (See Item 107), and interlining carriers failing to provide services in accordance with the rules and conditions stated herein.
- b. Copies of all records of unsatisfactory service will be submitted to USTRANSCOM via SDDC, ATTN: SDDC-PPP-PO, for possible removal from participation in the DOD DPM international commercial air program.

Item 322. Reporting Requirements:

- a. Origin: Within not more than 7 workdays following receipt of shipment, the carrier will provide a copy of the airway bill showing routing to the origin PPSO. The airway bill may be given to the contractor at the time of pickup from the carrier. The contractor will attach the airway bill to a copy of the PPGBL and return it to the PPSO. The airway bill number will be provided earlier when requested by the PPSO.
- b. Destination: The destination PPSO will be notified within 1 workday of receipt of the shipment. The carrier is responsible for arranging delivery at contractor's facility.

Item 323. Placement of Carrier Equipment: The SFR will include the placement of the carrier's equipment at the origin and destination DPM contractor's dock, for the purpose of loading and unloading the shipping containers. The DPM contractor is responsible for loading the container(s) onto the carrier's equipment at origin contractor's facility and off loading the container(s) at destination contractor's facility from the carrier's equipment.

Item 324. Tracing: Carrier will provide tracing information to either the origin or destination PPSO within 120 hours of request. Upon request of the PPSO, the carrier will furnish a delivery receipt on any shipment transported under charges stated herein at no additional cost.

Item 325. Storage: Storage, at origin or destination, will be provided by the DPM contractor. Storage accrued because of customs or agricultural inspections will be paid by the carrier and billed as third-party service.

Item 326. Customs: The carrier will process all shipments through appropriate customs. The carrier is responsible for movement of shipments arriving in CONUS, in bond, to the U.S. Customs House nearest to the ultimate consignee. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

Item 327. Oversized Containers: Acceptance of containers exceeding outside dimensions of 110 inches long, 57 inches wide, and 60 inches high, will be at carrier's option. Carriers have the right to refuse shipments if packed in over dimensional containers. PPSOs will provide 1-week advance notification of such containers.

Item 328. Attempted Delivery: When a shipment is offered to the destination PPSO or contractor in the consignee block of the PPGBL and the PPSO/contractor refuses to accept shipment, an attempted delivery will be authorized. The carrier or its agent will notify the responsible PPSO and request disposition. The carrier will then deliver the shipment to the new consignee, within the PPSO or corporate limits of the original destination, or a 30 mile radius. The new consignee will be confirmed in writing in the form of a reconsignment. A charge of \$2 per gross hundredweight or \$25, whichever is greater, will apply for each attempted delivery.

Item 329. Third-Party Service:

a. Carrier will be compensated for charges as a result of additional services ordered by the PPSO or for reconsignments due to a contractual change in the location of the DPM facility after the PPGBL has been issued and shipment has arrived at destination. Compensation will be based only on cost to the carriers for additional services.

b. A copy of the invoice indicating cost for performance of services will be attached to the Standard Form 1113, Public Voucher, when submitting billing.

Item 330. Payment: The carrier will bill the Government on the Standard Form 1113, appropriately supported, and will submit said bill to the paying office shown on the PPGBL.

Item 331. Shipment Routing: Carriers will route shipments via airports that provide the required movement to meet the established RDDs. Shipments will not be routed by surface without the written permission of HQSDDC prior to movement.

Item 332. Use of Foreign Flag Air Carriers:

a. Carriers are required, in accordance with the Fly America Act, 49 USC 1517 (1982), to utilize aircraft of U.S. registry, if available, for all international movements.

b. USTRANSCOM routing policy: The following principles shall be followed in determining the availability of U.S. flag air carriers: (a) The first or last leg from and to the U.S. shall be by a U.S. flag carrier. (b) U.S. flag air carrier service available at the point of origin shall be used to destination or, in the absence of direct or through service, to the furthest point on a commonly used air route. (c) When an origin or interchange point is not serviced by a U.S. air carrier, foreign flag air carrier service shall be used only to the nearest interchange point on a commonly used air route to connect with U.S. flag air carrier service.

c. When it is determined that the use of an aircraft of U.S. Registry will not provide the required service, the TSP must provide the below self-certification with their invoice/payment request to DFAS when it has been necessary to select a non U.S.-flag carrier for international air transportation. Questions should be directed to USTRANSCOM at (618) 229-2474.

Statement of Non-Availability of U.S.-Flag Air Carriers

International air transportation of property by U.S.-Flag Air Carriers was not available and/or it was necessary to use foreign-flag air carrier service for the following reasons:

Shipment Identification:

I certify that it was necessary for _____ to use _____
(Forwarder / SCAC) (Foreign Flag Carrier)

between _____ and _____ enroute from _____ to _____ on _____

(Date)

due to the following reason(s): _____
(Include description of efforts made to obtain US Flag service.)

Transportation Service Provider's Signature **Date**

d. Labeling Shipments: The shipment description DOD-Sponsored, is to be included on the airway bill. Examples are as follows: DOD-Sponsored Household Goods, DOD-Sponsored Unaccompanied Baggage or DOD-Sponsored Personal Effects.

e. Payment: Invoices that do not have the carrier's Statement of Non-Availability of U.S. Flag Air Carriers will cause DFAS to reject and return the SF 1113.

Item 333. DOD-Sponsored Shipments: Personal property shipments moved under this solicitation are DOD-sponsored and, as such, will not be detained by carriers or agents. Additionally, the Government has the right to inspect containers on any premises of the carriers/agents. Accordingly, carriers agree to include the following stipulation in their contract, agreement, and/or order with underlying carriers/agents:

"By acceptance of this contract/agreement/order/reimbursement schedule, I recognize that property being transported hereunder is U.S. DOD-sponsored personal property and, as such, will not be detained by my firm under any circumstances. Further, I guarantee the Government free access to any facilities, during normal working hours for their lawful purpose of removing containers in which DOD-sponsored personal property is being shipped."

Item 334. Shipment Termination: The Government reserves the right to terminate shipments at any point during transportation prior to delivery and to separately arrange for onward movement to destination under the following conditions:

a. A shipment becomes frustrated at an origin or destination airport or agent's facility due to:

- (1) Nonpayment of charges by the carrier whereby the shipment is being detained by an interlining carrier.
- (2) Detention of a shipment by an origin/destination local agent for any reason relative to carrier/agent disputes.
- (3) Nontraceable or nonavailable documentation attributable to the fault of the carrier.

b. The carrier is unable to perform in such a manner as to ensure the timely movement of the shipment.

c. A shipment will be considered terminated when it has been delivered to the destination installation or DPM contractor and no further transportation will be performed under the PPGBL.

d. A shipment will be terminated when the carrier is prevented from performing further transportation as a result of:

- (1) Acts of God or public authority.
- (2) Hostile or warlike action in time of peace or war.
- (3) Contamination caused by radioactive or fissionable materials.
- (4) Seizure or destruction under quarantine or customs regulations.
- (5) Confiscation by order of any Government or public authority.
- (6) When it is determined that the shipment contains risks of contraband or illegal transportation.

e. Shipments terminated under the above provisions will be tendered to the nearest installation or consignee as designated by the Government or its agent. The PPSO will issue a PPGBL correction notice reflecting the actual point of termination. Transportation charges will be based on actual transportation services performed in accordance with carrier's published tariffs/tenders or rate that would have applied, whichever results in a lower cost to the Government.

f. In any of the above or similar instances whereby the carrier cannot meet performance standards, the Government may terminate the shipment, obtain release of the shipment, and at its option, pay any charges necessary to gain release of the shipment, and initiate setoff action for the expenses incurred by the Government which are excess to those which would have been incurred if the carrier had maintained total through movement of the shipment.

Item 335. Excess cost: To enable DOD to collect excess costs incurred due to carriers defaulting on shipments contained in the pipeline, PPSOs terminating shipments because of the fault of the carrier, will forward all records of excess cost, including demurrage, storage, etc., over and above those associated with shipment to SDDC, ATTN: SDDC-PPP-PO for further notification to the finance centers and General Services Administration.

Item 336. Diversions:

a. A shipment will be diverted when so ordered and confirmed in writing by either the origin or destination PPSO. A shipment may be diverted for the following reasons.

- (1) Member's orders are canceled, amended, or revoked.
- (2) Shipment was erroneously routed to destination through no fault of the carrier.

b. Shipments diverted under the above provisions will be moved by the origin carrier only when that carrier has the appropriate operating authority. Payment will be based on the actual transportation services performed in accordance with carrier's published tariff/tender or rate that would have applied, whichever results in the lowest cost to the Government.

c. If the carrier does not have operating authority to the new destination, the shipment will be terminated, in accordance with the above, and reshipped to the new destination.

Item 337. Application of Transportation Single Factor Rate (SFR):

a. Transportation SFRs filed in response to this solicitation WILL INCLUDE the following services:

- (1) Picking up shipment at DPM contractors facility.
- (2) Linehaul transportation from origin DPM contractor facility to origin airport.
- (3) Provide copy of airway bill within 7 days from pickup to origin PPSO.
Notification of airway bill to PPSO, upon request.
- (4) Air transportation from origin airport to destination airport.
- (5) Arranging customs clearance. Movements of shipments arriving in CONUS, in bond, to the U.S. Customs House nearest the ultimate destination. The responsible destination PPSO will be notified in advance of shipments moving in bond.
- (6) Linehaul from destination airport to destination DPM contractor's facility or designated installation.
- (7) Notification to destination PPSO within 1 workday after shipments arrival at destination.

b. Transportation SFRs WILL NOT INCLUDE the following services:

- (1) Packing shipment at residence.

- (2) Furnishing interior packing containers and exterior shipping containers.
- (3) Marking, stenciling, and banding of containers.
- (4) Delivery to residence, to include unloading, cutting of bands, and unpacking of interior cartons.
- (5) Servicing or deservicing of appliances.
- (6) Origin and/or destination third party charges.
- (7) Any Government or public authority charges for disinfection, fumigation, demurrage, or other charges that are not through the fault of the carrier.

Item 338. Volume of Traffic Report: Carriers are required to submit to TCAQ, on a quarterly basis and within 45 days after the end of the volume cycle, the total number of shipments, total weight of shipments, and the origin and destination of all shipments moved during the applicable cycle. Email this information to ustc-tcaq-dpm@ustranscom.mil.

Use the following format in reporting the information Example:

Origin	Destination	Weight	Cost
US24 Virginia	Hong Kong	500	\$235.00
US28 Kentucky	Germany	100	\$130.00
Total=	2 shipments	600	\$365.00

DIRECT PROCUREMENT METHOD
(DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION

Chapter IV - TONNAGE ESTIMATES

Item 400. General

a. Quantity Estimates/Tonnage Estimates represent traffic estimates based on historical records and projected requirements. These figures are obtained from paid PPGBLs for the 9 month period prior to the effective date of the rate cycle (See Item 309).

Rate areas listed in the Price/Rate Attachment include estimated quantity of shipments to-from listed rate areas.

All rates are priced per HUNDREDWEIGHT(CWT). Estimates are in POUNDS,

b. Tonnage data will continue to be extracted and maintained at HQSDDC. Tonnage is shown only where HQSDDC historic data exists. However, tonnage may be generated between all areas during this period. Carriers are encouraged to file rates for all channels they desire to serve. **This does not guarantee that the same amount of tonnage will move during the effective period of this solicitation.**

c. Quantity estimates may be further affected by the use of Code J rates under the International Through Government Bill of Lading Program. Air transportation is furnished by Air Mobility Command (AMC) under the Code J method. The Secretary of Defense's policy states that AMC should be used to the fullest extent possible. Code J rates are available to PPSOs for service between CONUS and the following countries/locations:

- Australia
- Azores (Portugal)
- Belgium
- Bahrain
- Germany
- Guam
- Hawaii
- Italy / Sicily
- Japan
- Korea
- Netherlands
- Spain
- Turkey
- United Kingdom

DIRECT PROCUREMENT METHOD
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Chapter V - PPSO LISTINGS

Item 500. General: This chapter provides names and locations of the PPSOs, rate area maps, explanations, and illustrations of subdivided states and countries, special rate area information, and a listing of Standard Point Location Codes (SPLC).

Item 501. Installation Addresses: Names, phone numbers, mailing addresses, TWX, TLX, and FAX numbers of all PPSOs, worldwide. (See Appendix C)

Item 502. SPLC Codes: These codes are used for identifying rate areas used in the DOD personal property program. These codes must be used for identification of rate areas when filing rates. Incorrect codes will result in computer rejection of rates. (See Appendix D)

Item 503. CONUS Rate Area Map: The rate areas within CONUS are identified for quick reference. (See Appendix D)

Item 504. Subdivided Countries/States:

a. Numerous countries and/or states are divided into more than one rate area. This listing is provided to distinguish those rate areas.

b. Subdivided countries and/or states, no maps:

(1) Italy:

IT40 - TAC Group Aviano

NSA Naples

8th Spt Group Leghorn

6917th ABS San Vito

ITO Rome

USASETAF Vicenza

IT10 - Sicily

NAF Sigonella

(2) Portugal:

PO - USMAAG Lisbon, Portugal

US Nat Spt Unit, Lisbon, Portugal

POO1 - Lajes Field, Terceira, Azores

(3) United Kingdom:

UK - HQ Burtonwood

RAF Alconbury

USNA London

Menwith Hill St, Harrogate

RAF Mildenhall

20th TFW High Wycombe

RAF Chicksands

81 TFW Bentwaters

RAF Upper Heyford

UK76 - Scotland

USNSG Edzell

(4) US24 - District of Columbia: District of Columbia (DC) is only that area designated as the city limits of Washington, DC. The counties and municipalities in Maryland and Virginia formerly included in US24 DC are not considered part of US24.

(5) US23 - Maryland: All counties and municipalities within the state boundaries.

(6) US25 - Virginia: All counties and municipalities within the state boundaries.

c. The following countries and/or states are subdivided into more than one rate area. Maps showing the specific rate area for each PPSO in that country or state can be found in Appendix F.

(1) California - US87 North US88 South

(2) Florida - US49 North US4964400 South

(3) Texas - US66 North

US68 South

(4) Alaska -US8101000 Zone I

US8190100 Zone II

US8050500 Zone III

US8142800 Zone IV (OTO Area)

US8030400 Zone V

(5) Australia - AS11 Zone 1

AS21 Zone 2

OTO Area Zone 3

(6) Japan - JA01 Central

JA02 South

JA03 North

JA96 Okinawa

Item 505. Special Rate Area Information:

a. Germany. Rate area GE has been redesignated as a single rate area for Germany.

CPPSO Schinnen Netherlands area of responsibility includes all shipments to/from the following cities. These will be governed by the Germany (GE) rate.

Bremerhaven

Garlstedt

Gielenkirchen

Grefrath

Kalkar AS

Moenchengladbach

Muenster

DIRECT PROCUREMENT METHOD
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Chapter VI - TRANSIT TIMES

Item 600. General: This chapter provides general information regarding the transit times for DPM international commercial air shipments from-to CONUS and overseas locations.

Item 601. Transit Times:

a. The transit times were developed by HQSDDC, in coordination with the military services' headquarters and industry, and are based on actual transportation experience, capabilities, and schedules. Normally, these are the minimum times which should be applied when constructing RDDs. However, sound traffic management principles, the needs of the member, existing policies, and carrier capabilities should also apply.

b. In determining the RDD in conjunction with the transit time, the day after pickup is counted as the first day of transit time. Transit times will be measured in calendar days; Saturdays, Sundays, and holidays are counted as part of the transit time. The day of pickup and/or the day of delivery will not be scheduled on Saturdays, Sundays, or holidays unless there is a mutual agreement between the member, the PPSO, and the carrier.

c. The maximum allowable transit time charts can be found in Appendix F.

DIRECT PROCUREMENT METHOD
(DPM)
INTERNATIONAL COMMERCIAL AIR TENDER SOLICITATION

Chapter VII - RATE FILING INSTRUCTIONS

Item 700. Purpose: This chapter provides procedures, instructions, and other information necessary to file rates, in response to TCAQ DPM International Commercial Air Solicitations and agreements. Carriers filing rates, in response to TCAQ's rate solicitation letters, will use these instructions to ensure a responsive rate filing.

Item 701. Application and Scope: These instructions are applicable to Department of Defense (DOD) approved air carriers and forwarders eligible to transport crated household goods and unaccompanied baggage shipments worldwide.

Item 702. Rate Submissions:

a. General: Carriers are solely responsible for the preparation and submission of their electronic transmissions in accordance with the procedures and formats prescribed within this solicitation. Failure to provide electronic transmissions by the designated filing date(s) will result in the a nonresponsive rate submission.

b. Method of Submission: Rates will be submitted to TCAQ by electronic mail. Rates will be submitted during the rate filing period. Carriers will be notified of filing period in the solicitation.

c. Address for electronic mail submission:

ustc-tcaq-Tenders@ustranscom.mil

john.wright@ustranscom.mil

gregory.hunt@ustranscom.mil

Rates should be formatted using the solicitation Price and Rate Spreadsheet. Carriers experiencing difficulty with entries should contact John Wright at (618) 229-2474, prior to the designated filing dates.

d. Completeness of Submission: Electronic rate submissions and any required supporting documentation will be received complete and intact by the established filing dates. Carriers are cautioned to give particular attention to documentation requirements. If a carrier fails to meet the required date for submitting a signed rate certification, all rates will be rejected by TCAQ and TCAQ may determine that the carrier's rate filing is nonresponsive.

Item 703. Responsive Offers: Competitive rates submitted under this program will be received from SDDC and DOD approved Air Freight Carriers and Forwarders. Any and all rates received under this solicitation may be rejected if it is determined by TCAQ that they are unreasonable as to price. Unreasonable prices include but are not limited to not only the total price, but prices for specific channels, unrealistically low or high prices, or materially unbalanced offers. If TCAQ determines that certain rate offers, are being rejected, TCAQ will notify the carrier within 30 days of the filing date.

Item 704. Use of Automated Data Processing Firms or Entities Representing Carriers and Forwarders: Carriers which use agents (or other entities) for rate filing or representation to USTRANSCOM are required to limit their use to one single agent. Carriers are solely responsible for the accuracy of rates submitted by their agent. **See Item 305.**

Item 705. Rate and Price Filing Procedures

a. Introduction: Interested offerors submitting DPM rates are required to propose their rates via the Rates and Pricing Spreadsheet attached to the Volume 42 Solicitation. If you have any questions, contact John Wright (618) 229-2474 john.wright@ustranscom.mil or Greg Hunt at (618) 229-2462 gregory.hunt@ustranscom.mil

b. Once rate files are received, TCAQ will analyze the rates and create the following document: Carrier Accepted Rate Report.

Item 706. Carrier Accepted Rate Report:

a. Purpose: The Carrier Accepted Rate Report provides a list of rates accepted by TCAQ. Each carrier will certify their specific rates.

b. Certification and Return: Carriers are responsible for reviewing and certifying the accuracy and completeness of rates listed on Accepted Rate Report. The last page will be hand-signed, dated, scanned (Adobe .pdf), and emailed to TCAQ. The individual signing the certification will be a corporate official having the appropriate negotiation and signatory authority.

c. Mandatory Return of Certification Printouts: Failure to return the signed last page certification will preclude a carrier from participation in the DPM program.

Item 707. Rates Cancellation(s) By Carrier(s):

a. General: Carriers may cancel rates by contacting TCAQ.

b. Cancellation Periods: Rates must remain in effect for the first 2 months following the effective date of the rate volume, i.e.; rates effective 1 March are valid through 30 April.

Appendix A

Direct Procurement Method

(DPM)

International Commercial Air Solicitation Personal Property Shipping Offices (PPSO) Listings

Installation addresses are available on SDDC's website using the following URLs:

Surface Deployment and Distribution Command (SDDC) Homepage

<http://www.sddc.army.mil>

International PPSO Locations:

<https://tops.ppcigweb.sddc.army.mil/ppcig/menu/query/international.do>

Domestic PPSO Locations:

<https://tops.ppcigweb.sddc.army.mil/ppcig/menu/query/domestic.do>

Appendix B

Direct Procurement Method

(DPM)

International Commercial Air Solicitation
Use of Foreign Flag Air Carriers Item 332

Statement of Non-Availability of U.S.-Flag Air Carriers

International air transportation of property by U.S.-Flag Air Carriers was not available and/or it was necessary to use foreign-flag air carrier service for the following reasons:

Shipment Identification:

I certify that it was necessary for _____ to use _____
(Forwarder / SCAC) (Foreign Flag Carrier)

Between _____ and _____ enroute from _____ to _____

on _____
(Date)

due to the following reason(s):

(Include description of efforts made to obtain US Flag service.)

Transportation Service Provider's Signature

Date

APPENDIX C

APPENDIX C

DIRECT PROCUREMENT METHOD (DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION

CONUS AND OVERSEAS AREAS

CONUS RATE AREAS (FOR IDENTIFICATION ONLY)

STATE	AREA	ABBREVIATION
ALABAMA	US47	ALA
ARIZONA	US79	ARZ
ARKANSAS	US60	ARK
CALIFORNIA	US87 NORTH	CAL
CALIFORNIA	US88 SOUTH	CAL
COLORADO	US74	COL
CONNECTICUT	US16	CONN
DELAWARE	US22	DEL
DISTRICT OF COLUMBIA	US24	DIC
FLORIDA	US49 NORTH	FLA
FLORIDA	US4964400 SOUTH	FLA
GEORGIA	US45	GEO
IDAHO	US83	IDA
ILLINOIS	US38	ILL
INDIANA	US36	IND
IOWA	US53	IOWA
KANSAS	US58	KAN
KENTUCKY	US28	KEN
LOUISIANA	US64	LIA
MAINE	US11	MNE
MARYLAND	US23	MLD
MASSACHUSETTS	US14	MASS
MICHIGAN	US30	MICH
MINNESOTA	US50	MINN
MISSISSIPPI	US48	MISS
MISSOURI	US56	MO
MONTANA	US70	MONT
NEBRASKA	US55	NEB
NEVADA	US86	NEV
NEW HAMPSHIRE	US12	N-H
NEW JERSEY	US19	N-J
NEW MEXICO	US77	N-MEX
NEW YORK	US17	N-Y
NORTH CAROLINA	US40	N-CAR
NORTH DAKOTA	US51	N-DAK
OHIO	US34	OHIO
OKLAHOMA	US62	OKLA
OREGON	US85	ORE
PENNSYLVANIA	US20	PENN
RHODE ISLAND	US15	RH-IS
SOUTH CAROLINA	US44	S-CAR
SOUTH DAKOTA	US52	S-DAK
TENNESSEE	US42	TENN
TEXAS	US66 NORTH	TEX
TEXAS	US68 SOUTH	TEX
UTAH	US76	UTAH
VERMONT	US13	VT

APPENDIX C

VIRGINIA	US25	VIR
WASHINGTON	US84	WASH
WEST VIRGINIA	US27	W-VA
WISCONSIN	US32	WISC
WYOMING	US72	WYO

OVERSEAS SPLC CODES (FOR IDENTIFICATION ONLY)

RATE AREA	SPLC	ABBREVIATION
AFGHANISTAN	AF	AFGHA
ALASKA, ZONE I	US8101000	ALS
ALASKA, ZONE II	US8190100	ALS
ALASKA, ZONE III	US8050500	ALS
ALASKA, ZONE IV	US8142800	ALS
ALASKA, ZONE V	US8030400	ALS
ALGERIA	AG	ALGER
ANTIGUA	AC	ANTIG
ARGENTINA	AR	ARGEN
AUSTRALIA, ALC SP WMRA	AS21	AUSTL
AUSTRALIA, CANBERRA	AS11	AUSTL
AUSTRIA	AU	AUST
BAHAMAS	BF	BAHAM
BAHRAIN	BA	BAHRA
BANGLADESH	BG	BAGLD
BARBADOS	BB	BARBA
BERMUDA	BD	BERMU
BELGIUM	BE	BELG
BELIZE	BH	BELIZ
BOLIVIA	BL	BOLIV
BRAZIL	BR	BRAZL
BULGARIA	BU	BULGR
BURMA	BM	BURMA
CAMEROON	CM	CMRON
CANADA	CA	CAN
CHAD AFRIQUE	CD	CHAD
CHILE	CI	CHILE
CHINA, PEOPLES REPUBLIC	CH	CHINA
COLOMBIA	CO	COLOM
CONGO	CF	CONGO
COSTA RICA	CS	COSRI
CRETE	GR29	CRETE
CUBA	CU	CUBA
CYPRUS	CY	CYPRU
DENMARK	DA	DENMK
DOMINICAN REPUBLIC	DR	DOMRP
ECUADOR	EC	ECUAD
EGYPT	EG	EGYPT
EL SALVADOR	ES	ELSAL
ETHIOPIA	ET	ETHIO
FIJI ISLAND	FJ	FIJI
FINLAND	FI	FINLD
FRANCE	FR	FRANC
GABON	GB	GABON
GERMANY	GE	GERMY
GHANA	GH	GHANA
GRAND TURK, CAICO	TK	GTRUK
GREENLAND	GL	GRNLD
GRENADA	GS	GRENA
GUAM	GQ	GUAM

APPENDIX C

RATE AREA	SPLC	ABBREVIATION
GUATEMALA	GT	GUATE
GUYANA	GY	GYANA
HAITI	HA	HAITI
HAWAII	US89	HAWAI
HONDURAS	HO	HONDU
HONG KONG	HK	HONGK
HUNGARY	HU	HUNGY
ICELAND	IC	ICELD
INDIA	IN	INDIA
INDONESIA	ID	INDON
IRAN	IR	IRAN
IRAQ	IQ	IRAQ
IRELAND, NORTHERN	EI	EIRE
ISRAEL	IS	ISRL
ITALY	IT	ITALY
ITALY, SARDINIA	IT20	SARDI
ITALY, SICILY	IT10	SICLY
COTE D'IVOIRE	IV	IVCST
JAMAICA	JM	JMCA
JAPAN, CENTRAL	JA01	JAN-C
JAPAN, NORTH	JA03	JAN-N
JAPAN, SOUTH	JA02	JAN-S
JOHNSTON ATOLL U.S.	JQ	JOHNA
JORDAN	JO	JRDN
KENYA	KE	KENYA
KOREA	KS	KORES
KUWAIT	KU	KWAIT
LAOS	LA	LAOS
LEBANON	LE	LEBAN
LIBERIA	LI	LIBER
LUXEMBOURG	LU	LUXEM
MADAGASCAR	MA	MADAG
MALAWI	MI	MALAW
MALAYSIA	MY	MLAY
MALI	ML	MALI
MALTA	MT	MALTA
MAURITIUS	MP	MURTS
MEXICO	MX	MEXIO
MOROCCO	MO	MOROC
NEPAL	NP	NEPAL
NETHERLANDS	NL	NETHR
NEWFOUNDLAND	CA10	NEFLD
NEW ZEALAND	NZ	NEWZD
NICARAGUA	NU	NICGA
NIGER	NG	NIGER
NIGERIA	NI	NIGRA
NORWAY	NO	NORWA
OKINAWA	JA96	OKINA
OMAN	MU	OMAN
PAKISTAN	PK	PAKIS
PANAMA	PN	PANMA
PARAGUAY	PA	PARAG
PERU	PE	PERU
PHILIPPINES	RP	PHILI
POLAND	PL	POLND
PORTUGAL	PO	PORTG
PORTUGAL, AZORES	PO01	AZORE
PUERTO RICO	RQ	PUERT

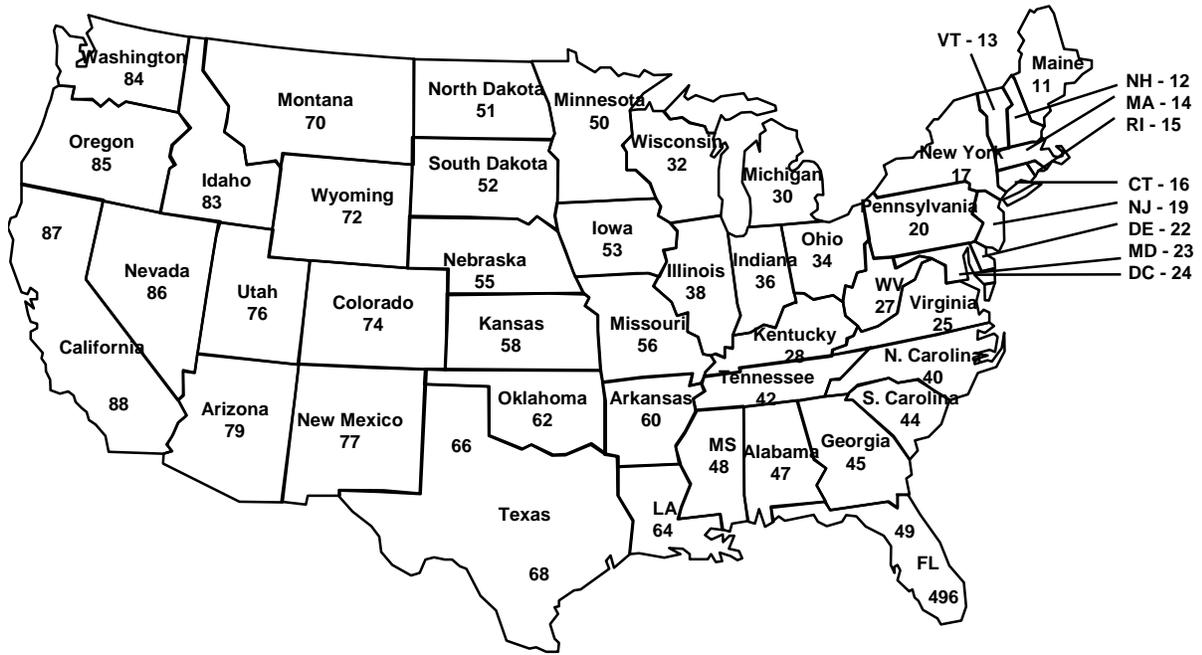
APPENDIX C

RATE AREA	SPLC	ABBREVIATION
ROMANIA	RO	ROMAN
SAUDI ARABIA	SA	SAURB
SCOTLAND	UK76	SCOTL
SENEGAL	SG	SEGAL
SINGAPORE	SN	SINPO
SOMALIA	SO	SOMLA
SOUTH AFRICA	SF	SOAFR
SPAIN	SP	SPAIN
SRI LANKA	CE	SRLKA
SUDAN	SU	SUDAN
SURINAM	NS	SURNM
SWAZILAND	WZ	SWZLD
SWEDEN	SW	SWEDE
SYRIA	SY	SYRIA
SWITZERLAND	SZ	SWITZ
TAIWAN	TW	TIWAN
TANZANIA	TZ	TNZAN
THAILAND	TH	THAIL
TUNISIA	TS	TUNIS
TURKEY	TU	TURKY
UNITED ARAB EMIRATES	TC	UNAEM
UNITED KINGDOM	UK	UNKIN
URUGUAY	UY	URUGY
VENEZUELA	VE	VENEZ
VIRGIN ISLANDS	VQ	VIUSA
WAKE ISLAND	WQ	WAKE
YEMEN	YS	YEMEN
ZAMBIA	ZA	ZMBIA
ZIMBABWE	ZM	ZIMBA

APPENDIX D

DIRECT PROCUREMENT METHOD
(DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION

CONUS Rate Area Map

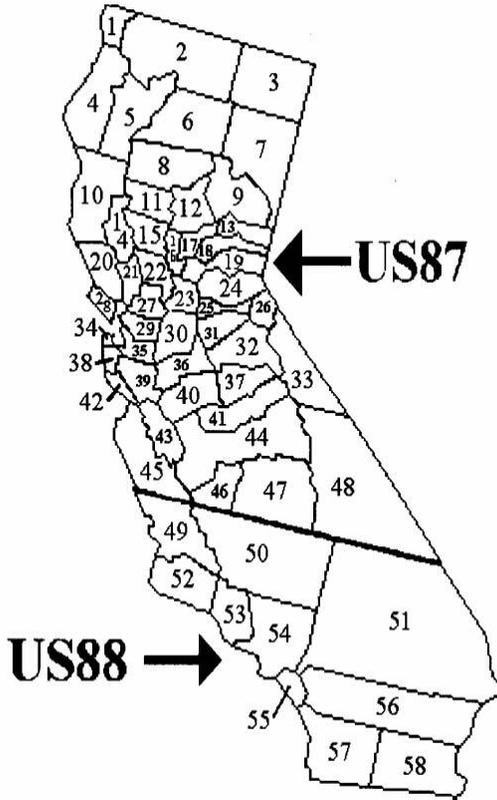


APPENDIX E

DIRECT PROCUREMENT METHOD (DPM)

INTERNATIONAL COMMERCIAL AIR SOLICITATION

CALIFORNIA



US87 - North

JPPSO COS (KKFA)
 COGUARD Alameda (LHNQ)
 Presidio of Monterey (LHAT)
 NAS Lemoore (LGNL)
 NAVAIRWPNSTA China Lake (LENV)
 NPGS, Monterey (LFNT)

US88 - South

Camp Pendleton (LFMT)
 FISC San Diego (LKNQ)
 MCAS Yuma, AZ (KDML)
 FISC Seal Beach (LENQ)
 NTC Fort Irwin (LKAT)
 NAVAIRWPNCTR China Lake (LENV)
 NCBC Port Hueneme (LDNP)
 Twentynine.Palms (LIMT)
 JPPSO COS (KKFA)
 NAF El Centro, CA (LENL)

COUNTIES

- | | | | |
|---------------|------------------|-------------------|---------------------|
| 1. Del Norte | 17. Yuba | 33. Mono | 49. San Luis Obispo |
| 2. Siskiyou | 18. Nevada | 34. San Francisco | 50. Kern |
| 3. Modoc | 19. Placer | 35. Alameda | 51. San Bernardino |
| 4. Humboldt | 20. Sonoma | 36. Stanislaus | 52. Santa Barbara |
| 5. Trinity | 21. Napa | 37. Mariposa | 53. Ventura |
| 6. Shasta | 22. Yolo | 38. San Mateo | 54. Los Angeles |
| 7. Lassen | 23. Sacramento | 39. Santa Clara | 55. Orange |
| 8. Tehama | 24. El Dorado | 40. Merced | 56. Riverside |
| 9. Plumas | 25. Amador | 41. Madera | 57. San Diego |
| 10. Mendocino | 26. Alpine | 42. Santa Cruz | 58. Imperial |
| 11. Glenn | 27. Solano | 43. San Benito | |
| 12. Butte | 28. Marin | 44. Fresno | |
| 13. Sierra | 29. Contra Costa | 45. Monterey | |
| 14. Lake | 30. San Joaquin | 46. Kings | |
| 15. Colusa | 31. Calaveras | 47. Tulare | |
| 16. Sutter | 32. Tuolumne | 48. InYo | |

* Asterisk identifies PPSO located in an adjacent state controlling traffic in the rate area indicated.

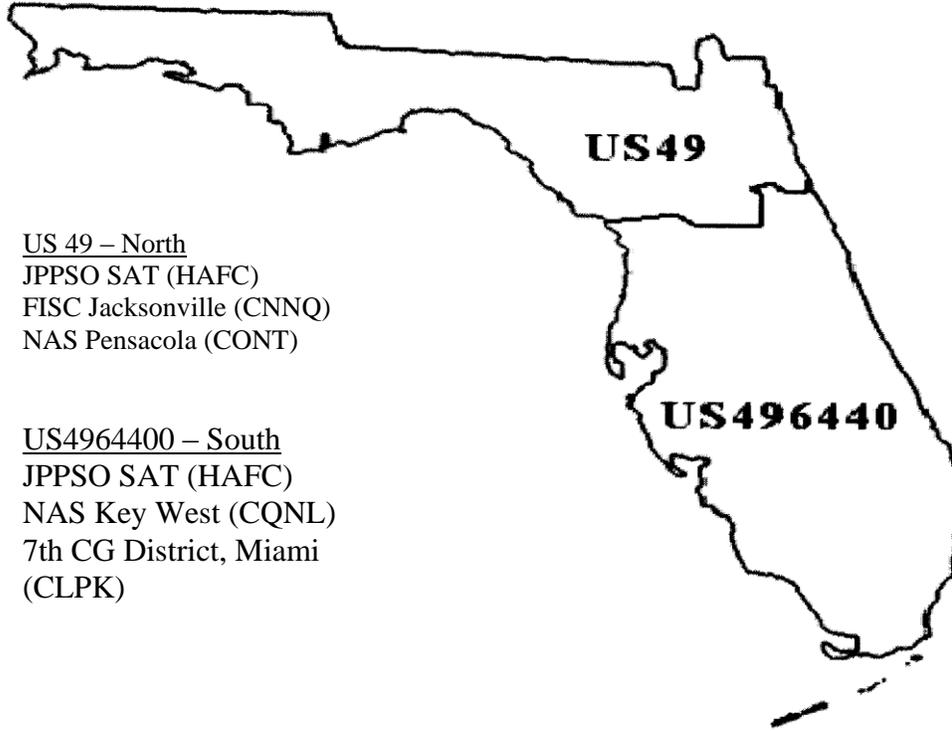
APPENDIX E

DIRECT PROCUREMENT METHOD (DPM)

INTERNATIONAL COMMERCIAL AIR SOLICITATION

FLORIDA

FLORIDA



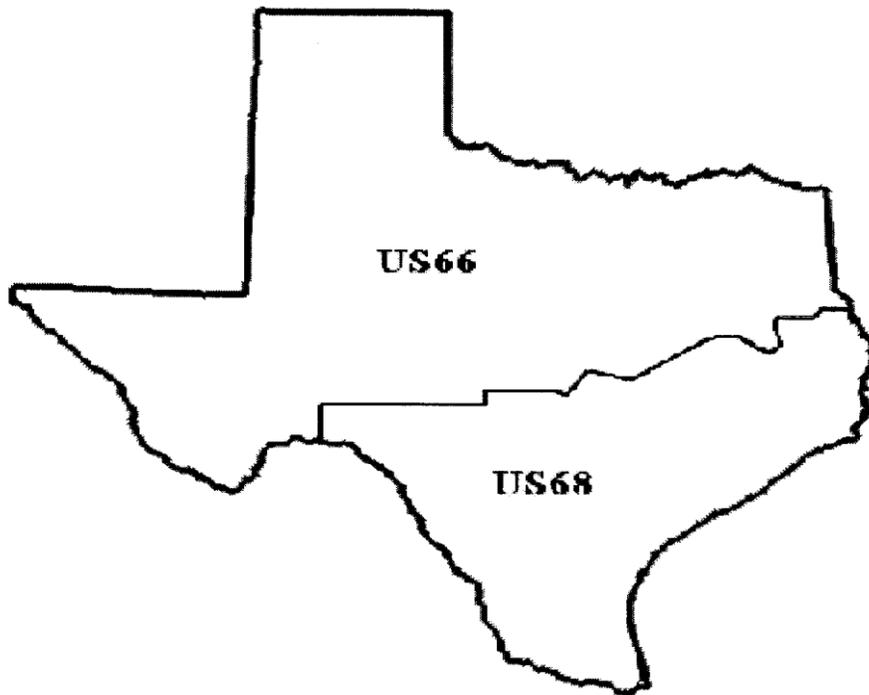
US 49 – North
 JPPSO SAT (HAFC)
 FISC Jacksonville (CNNQ)
 NAS Pensacola (CONT)

US4964400 – South
 JPPSO SAT (HAFC)
 NAS Key West (CQNL)
 7th CG District, Miami
 (CLPK)

* Asterisk identifies PPSO's located in adjacent states controlling traffic in the rate areas indicated.

US49			US496440		
Alachua	Gadsden	Nassau	Brevard	Hillsborough	Pinellas
Baker	Gilchrist	Okaloosa	Broward	Indian River	Polk
Bay	Gulf	Putnam	Charlotte	Lake	Sarasota
Bradford	Hamilton	Santa Rosa	Citrus	Lee	Seminole
Calhoun	Holmes	StJohns	Collier	Manatee	St Lucie
Clay	Jackson	Suwannee	Date	Martin	Sumter
Columbia	Jefferson	Taylor	Desoto	Monroe	Valusia
Dixie	Leon	Union	Glades	Okeechobee	
Duval	Levy	Wakulla	Hardee	Orange	
Escambia	Liberty	Walton	Hendry	Osceola	
Flagler	Madison	Washington	Hernando	Palm Beach	
Franklin	Marion		Highlands	Pasco	

APPENDIX E
DIRECT PROCUREMENT METHOD (DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION
TEXAS



US66 - North

Fort Bliss (HAAE)
Fort Hood (HBAT)
NAS JRB Fort Worth (HBNL)
Red River AD (HBAQ)

US68 - South

Fort Polk, LA (FSAT)
JPPSO San Antonio (HAFC)
NAS Corpus Christi (HBNT)

* Asterisk identifies PPSOs located in adjacent states controlling traffic in the rate area indicated.
- Legend located on page 12C-2

DIRECT PROCUREMENT METHOD (DPM)

INTERNATIONAL COMMERCIAL AIR SOLICITATION

TEXAS (COUNTIES)

US66 - North Texas

US68 - South Texas

Anderson	Ellis	Lipscomb		Anderson	Kerr
Andrews	Erath	Llano	Stonewall	Angelina	Kinney
Archer	Falls	Loving	Sutton	Atascosa	Kleberg
Armstrong	Fannin	Lubbock	Swisher	Austin	La Salle
Bailey	Fisher	Lynn	Tarrant	Bandera	Lavaca
Baylor	Floyd	Mantague	Taylor	Bastrop	Lee
Bell	Foard	Marion	Terrell	Bee	Leon
Borden	Franklin	Martin	Terry	Bexar	Liberty
Bosque	Freestone	Mason	Throckmorton	Blanco	Live Oak
Bowie	Gaines	McCulloch	Titus	Brazoria	Madison
Brewster	Garza	McLennan	Upshur	Brazos	Matagorda
Briscoe	Gray	Menard	Upton	Brooks	maverick
Brown	Grayson	Midland	Van Zandt	Burleson	McMullen
Burnet	Green	Mills	Ward	Caldwell	Medina
Callahan	Greg	Mitchell	Wheeler	Calhoun	Milam
Camp	Hale	Moore	Wichita	Cameron	Montgomery
Carson	Hall	Morris	Wilbarger	Chambers	Nacogdoches
Cass	Hamilton	Motley	Winkler	Colorado	Newton
Castro	Hansford	Navarro	Wise	Comal	Nueces
Cherokee	Hardeman	Nolan	Wood	Crane	Orange
Childress	Harrison	Ochiltree	Yoakum	DeWitt	Polk
Classcock	Hartley	Oldham	Young	Dimmit	Real
Clay	Haskell	Palo Pinto		Duval	Refugio
Cochran	Henderson	Panola		Edwards	Robertson
Coke	Hephill	Parker		Fayette	Sabine
Coleman	Hill	Parmer		Fort Bend	San Augustine
Colin	Hockley	Pecos		Frio	San Jacinto
Collingsworth	Hood	Potter		Galveston	San Patricio
Comanche	Hopkins	Presidio		Gillespie	Shelby
Concho	Howard	Rains		Goliad	Starr
Cooke	Hudspeth	Randall		Gonzales	Travis
Coryeill	Hunt	Reagan		Grimes	Trinity
Cottle	Hutchinson	Red River		Guadalupe	Tyler
Crockett	Irion	Reeves		Hardin	Uvalde
Crosby	Jack	Roberts		Harris	Val Verde
Culberson	Jeff Davis	Ruckwall		Hays	Victoria
Dallam	Johnson	Runnels		Hidalgo	Walker
Dallas	Jones	Rusk		Houston	Waller
Dawson	Kaufman	San Saba		Jackson	Washington
Deaf Smith	Kent	Schleicher		Jasper	Webb
Delta	Kimble	Scurry		Jefferson	Wharton
Denton	King	Shackelford		Jim Hogg	Willary
Dickens	Knox	Sherman		Jim Wells	Williamson
Donley	Lamar	Smith		Karnes	Wilson
Eastland	Lamb	Somervell		Kendall	Zapata
Ector	Lanpasas	Stephens		Kenedy	Zavala
El Paso	Limestone	Sterling			

APPENDIX E
DIRECT PROCUREMENT METHOD (DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION
AUSTRALIA



- | | |
|-----------------|---|
| AS11 – Zone 1 - | New South Wales
Queensland
Victoria |
| AS21 - Zone 2 - | North Territory
South Australia |
| OTO - Zone 3 - | Western Australia |

DIRECT PROCUREMENT METHOD (DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION
JAPAN



JA01 – Central

JA02 – South

JA03 - North

Aichi
Atsugi
Camp Zama
Chiba
Fukushima
Gifu
Gunma
Ibaraki
Ishikawa
Kanagawa
Me
Nagano

Nara
Niigata
Osaka
Saitama
Shiga
Shizuoka
Tochigi
Tokyo
Toyama
Wakayama
Yokohama
Yokosuka

Ehime
Fuku
Fukuoka
Hyogo
Iwakuni
Kagawa
Kogoshima
Kochi
Kumamoto
Miyazaki

Nagasaki
Oita
Okayama
Saga
Sasebo
Shimane
Tokushima
Tottori
Yamaguchi

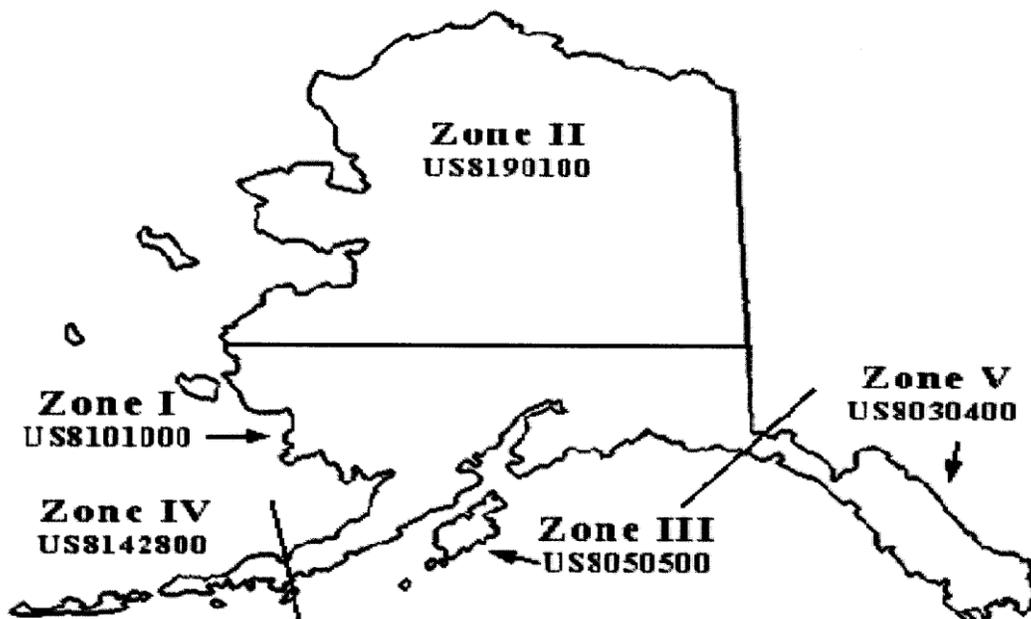
Akita
Aomori
Iwate
Misawa
Miyagi
Yamagata

APPENDIX E

DIRECT PROCUREMENT METHOD (DPM)

INTERNATIONAL COMMERCIAL AIR SOLICITATION

ALASKA



ZONE CODE	ZONE	INSTALLATION
US8101000	Zone I	Anchorage/Elmendorf AFB (MBFL)
US8190100	Zone II	Eielson AFB (MBFL) Fort Wainwright (MBAT)
US8050500	Zone III	USCG Kodiak (MAPS)
US8142800 (OTO Area)	Zone IV	Adak, Alaska (MBFL) (OTO)
US8030400	Zone V	ISG, Ketchikan (MAPK)

APPENDIX F

DIRECT PROCUREMENT METHOD
(DPM)
INTERNATIONAL COMMERCIAL AIR SOLICITATION

AIR TRANSIT TIMES
(NUMBER OF DAYS)

FROM:	TO:	ALS-1	ALS-2	AS11	AS21	AS71	BD	BE	GM	GQ	GR29	IC	IT	IT10	IT20	JA01
US11	ME	31	31	32	32	32	25	28	30	32	26	25	28	28	28	33
US12	NH	31	31	32	32	32	25	28	30	32	26	25	28	28	28	33
US13	VT	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US14	MA	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US15	RI	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US16	CT	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US17	NY	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US19	NJ	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US20	PA	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US22	DE	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US23	MD	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US24	DC	31	31	32	32	32	24	27	29	32	25	24	27	27	27	33
US25	VA	31	31	32	32	32	25	28	30	32	26	25	28	28	28	33
US27	WV	31	31	32	32	32	25	28	30	32	26	25	28	28	28	33
US28	KY	30	30	31	31	31	25	28	30	31	26	25	28	28	28	32
US30	MI	30	30	31	31	31	25	28	30	31	26	25	28	28	28	32
US32	WI	29	29	30	30	30	25	28	30	30	26	25	28	28	28	31
US34	OH	30	30	31	31	31	25	28	30	31	26	25	28	28	28	32
US36	IN	29	29	30	30	30	25	28	30	30	26	25	28	28	28	31
US38	IL	29	29	30	30	30	26	29	31	30	27	26	29	29	29	31
US40	NC	31	31	32	32	32	25	28	30	32	26	25	28	28	28	33
US42	TN	30	30	31	31	31	25	28	30	31	26	25	28	28	28	32
US44	SC	31	31	32	32	32	25	28	30	32	26	25	28	28	28	33
US45	GA	30	30	31	31	31	25	28	30	31	26	25	28	28	28	32
US47	AL	29	29	30	30	30	26	29	31	30	27	26	29	29	29	31
US48	MS	29	29	30	30	30	26	29	31	30	27	26	29	29	29	31
US49	FL-N	31	31	32	32	32	26	29	31	32	27	26	29	29	29	33
US496	FL-S	31	31	32	32	32	26	29	31	32	27	26	29	29	29	33
US50	MN	28	28	29	29	29	28	31	33	29	29	28	31	31	31	30
US51	ND	30	30	31	31	31	31	34	36	31	32	31	34	34	34	32
US52	SD	29	29	30	30	30	25	28	30	30	26	25	28	28	28	31
US53	IA	28	28	29	29	29	29	29	31	29	27	26	29	29	29	30
US55	NE	28	28	29	29	29	26	32	34	29	30	29	32	32	32	30
US56	MO	28	28	29	29	29	28	29	31	29	27	26	29	29	29	30
US58	KS	27	27	28	28	28	28	31	33	28	29	28	31	31	31	29
US60	AR	29	29	30	30	30	28	31	33	30	29	28	31	31	31	31
US62	OK	27	27	28	28	28	28	31	33	28	29	28	31	31	31	29
US64	LA	29	29	30	30	30	28	31	33	30	29	28	31	31	31	31
US66	TX-N	27	27	28	28	28	28	31	33	28	29	28	31	31	31	29
US68	TX-S	27	27	28	28	28	32	31	33	28	29	28	31	31	31	29
US70	MT	28	28	29	29	29	30	35	37	29	33	32	35	35	35	30
US72	WY	25	25	26	26	26	30	33	35	26	31	30	33	33	33	27
US74	CO	25	25	26	26	26	30	33	35	26	31	30	33	33	33	27
US76	UT	24	24	25	25	25	29	33	35	25	31	30	33	33	33	26
US77	NM	25	25	26	26	26	30	32	34	26	30	29	32	32	32	27
US79	AZ	24	24	25	25	25	30	33	35	25	31	30	33	33	33	26
US83	ID	24	24	25	25	25	32	33	35	25	31	30	33	33	33	26
US84	WA	24	24	25	25	25	32	35	37	25	33	32	35	35	35	26
US85	OR	24	24	25	25	25	31	35	37	25	33	32	35	35	35	26
US86	NV	24	24	25	25	25	32	34	36	25	32	31	34	34	34	26
US87	CA-N	23	23	24	24	24	32	35	37	24	33	32	35	35	35	25
US88	CA-S	23	23	24	24	24	32	35	37	24	33	32	35	35	35	25

Original Page

	TO:	JA02/	JA96	KS	NL	NO	PN	PO	RP	RP06	RQ	SP	TU	UK	UK76	US89
		3														
FROM:																
US11	ME	38	33	33	28	26	31	25	34	34	29	28	28	27	26	32
US12	NH	38	33	33	28	26	31	25	34	34	29	28	28	27	26	32
US13	VT	38	33	33	27	25	31	24	34	34	29	27	27	26	25	32
US14	MA	38	33	33	27	25	31	24	34	34	29	27	27	26	25	32
US15	RI	38	33	33	27	25	31	24	34	34	29	27	27	26	25	32
US16	CT	38	33	33	27	25	29	24	34	34	27	27	27	26	25	32
US17	NY	38	33	33	27	25	29	24	34	34	27	27	27	26	25	32
US19	NJ	38	33	33	27	25	29	24	34	34	27	27	27	26	25	32
US20	PA	38	33	33	27	25	29	24	34	34	26	27	27	26	25	32
US22	DE	38	33	33	27	25	28	24	34	34	26	27	27	26	25	32
US23	MD	38	33	33	27	25	28	24	34	34	26	27	27	26	25	32
US24	DC	38	33	33	27	25	28	24	34	34	26	27	27	26	25	32
US25	VA	38	33	33	28	26	28	25	34	34	26	28	28	27	26	32
US27	WV	38	33	33	28	26	28	25	34	34	26	28	28	27	26	31
US28	KY	37	32	32	28	26	28	25	33	33	26	28	28	27	26	31
US30	MI	37	32	32	28	26	29	25	33	33	27	28	28	27	26	30
US32	WI	36	31	31	28	26	29	25	32	32	27	28	28	27	26	30
US34	OH	37	32	32	28	26	29	25	33	33	27	28	28	27	26	31
US36	IN	36	31	31	28	26	29	25	32	32	27	28	28	27	26	30
US38	IL	36	31	31	29	27	29	26	32	32	27	29	29	28	27	30
US40	NC	38	33	33	28	26	28	25	34	34	26	28	28	27	26	32
US42	TN	37	32	32	28	26	28	25	33	33	26	28	28	27	26	31
US44	SC	38	33	33	28	26	27	25	34	34	25	28	28	27	26	32
US45	GA	37	32	32	28	26	27	25	33	33	25	28	28	27	26	31
US47	AL	36	31	31	29	27	28	26	32	32	26	29	29	28	27	30
US48	MS	36	31	31	29	27	28	26	32	32	26	29	29	28	27	30
US49	FL-N	38	33	33	29	27	27	26	34	34	25	29	29	28	27	32
US496	FL-S	38	33	33	29	27	27	26	34	34	25	29	29	28	27	32
US50	MN	35	30	30	31	29	31	28	31	31	29	31	31	30	29	29
US51	ND	37	32	32	34	32	34	31	33	33	32	34	34	33	32	31
US52	SD	36	31	31	28	26	34	25	32	32	32	28	28	27	26	30
US53	IA	35	30	30	29	27	31	26	31	31	29	29	29	28	27	29
US55	NE	35	30	30	32	30	31	29	31	31	29	32	32	31	30	29
US56	MO	35	30	30	29	27	29	26	31	31	27	29	29	28	27	29
US58	KS	34	29	29	31	29	31	28	30	30	29	31	31	30	29	28
US60	AR	36	31	31	31	29	28	28	32	32	26	31	31	30	29	30
US62	OK	34	29	29	31	29	31	28	30	30	29	31	31	30	29	28
US64	LA	36	31	31	31	29	29	28	32	32	27	31	31	30	29	30
US66	TX-N	34	29	29	31	29	29	28	30	30	27	31	31	30	29	28
US68	TX-S	34	29	29	31	29	29	28	30	30	27	31	31	30	29	28
US70	MT	35	30	30	35	33	35	32	31	31	33	35	35	34	33	29
US72	WY	35	30	30	35	33	35	32	31	31	33	35	33	34	33	29
US74	CO	32	27	27	33	31	33	30	28	28	31	33	33	32	31	26
US76	UT	31	26	26	33	31	33	30	27	27	31	33	33	32	31	25
US77	NM	32	27	27	32	30	32	29	28	28	30	32	32	31	30	26
US79	AZ	31	26	26	33	31	33	30	27	27	31	33	33	32	31	25
US83	ID	31	26	26	33	31	35	30	27	27	33	33	33	32	31	25
US84	WA	31	26	26	35	33	35	32	27	27	33	35	35	34	33	25
US85	OR	31	26	26	35	33	35	32	27	27	33	35	35	34	33	25
US86	NV	31	26	26	34	32	34	31	27	27	32	34	34	33	32	25
US87	CA-N	30	25	25	35	33	35	32	26	26	33	35	35	34	33	24
US88	CA-S	30	25	25	35	33	35	32	26	26	33	35	35	34	33	24

Note: The DPM commercial transit times are an extraction of the DTR, at www.sddc.army.mil, Personal Property/POV, Reference Library, International Transit Time Tables, Transit Times M and N, Appendix N CONUS and OCONUS.

APPENDIX G

DIRECT PROCUREMENT METHOD (DPM)

INTERNATIONAL COMMERCIAL AIR SOLICITATION

CIVIL RESERVE AIR FLEET

As Of: 01 JANUARY 2010

POLICY: National Defense Transportation Policy requires the use of Civil Reserve Air Fleet Carriers to the maximum extent practical. To ensure compliance with this policy carriers will provide, on a random basis, copies of manifests showing carriers used during a specific time frame. These manifests will be due no later than 15 days after the request is made. An explanation must be provided for any shipment not transported by a CRAF carrier. Failure to provide this explanation will result in carrier removal from this traffic. USTRANSCOM, AMC, SDDC and the shipper reserve the right to inspect carriers' records at random to verify use of CRAF carriers. Supplemental information will be provided by USTRANSCOM/TCAQ if the list changes.

ABX Air, Inc
Air Transport International LLC
AirTran Airways Inc
Alaska Airlines Inc
Allegiant Air LLC
American Airlines Inc
Arrow Air Inc.
Astar Air Cargo
Atlas Air Inc.
Brendan Airways LLC
Continental Airlines
Delta Air Lines
Evergreen International Airlines
Federal Express Corp (Fed Ex)
Frontier Airlines Inc
Hawaiian Airlines Inc
Jet Blue Airways Corporation
Kalitta Air LLC
Lynden Air Cargo LLC
Miami Air International
MN Airlines Inc (Sun Country)
National Air Cargo Group
North American Airlines
Northern Air Cargo Inc
Omni Air International Airlines
Polar Air Cargo Inc
Ryan International Airlines Inc
Southern Air Inc
Southwest Airlines CO
United Airlines
United Parcel Service CO (UPS)
US Airways Inc
World Airways Inc