Posted: 11 Feb 11

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

THIS SOLICITATION CANCELS AND SUPERCEDES RATE SOLICITATION I-24

DESCRIBING SPECIFICATIONS AND SERVICES FOR SHIPMENT OF DEPARTMENT OF DEFENSE (DoD) SPONSORED PERSONAL PROPERTY MOVING WORLDWIDE

EFFECTIVE - 01 October 2010

Department of the Army
Surface Deployment and Distribution Command
1 Soldier Way, Building 1900
Scott AFB, IL 62225
Unclassified

INTERNATIONAL RATE SOLICITATION I-25

SUMMARY OF CHANGES

(EFFECTIVE 01 OCTOBER 2010)

1. GENERAL: Listed below are changes from the previous solicitation (I-25ch1).

2. This International Solicitation is hereby issued by SDDC, Personal Property Division, upon approval of the Deputy Chief of Staff, LTC. Derek M. Oliver.

3. The Government is transitioning the method for rate filing from the current TOPS program to the Defense Personal Property Program (DP3). The acceptance of rates under this solicitation does not result in a requirements contract. Change in accessorial rates in this solicitation may not be implemented over to the governing document for international shipments under DP3 until the next DPS rate cycle.

4. CHAPTER IV – TERMS, CONDITIONS AND RULES

a. Item 413 r.: Verbiage added for billing guidance and clarification
b. Item 431 (2) b.: Updated OCCA contact information

5. CHAPTER V – SCHEDULE OF RATES AND CHARGES

Item 500 Rate table: Updated 518B rates for LHNQ/GSAT/JENQ

6. CHAPTER VII – ONE-TIME-ONLY (OTO) PROCEDURES FOR HHG, UB, AND BOAT

a. Item 702, f.: USF guidance changes and updates
b. Item 703 d. 2): Rate Revision guidelines and verbiage updates

7. CHAPTER X - SPECIAL SOLICITATION

a. Item 1004: Tender applies to date indicated on each special solicitation
b. Item 1006: Agent guidelines and verbiage updates for clarification
c. Item 1008: Participation and Performance - guidelines and verbiage added for clarification
d. Appendix 10H-1 : List of currently known DoD Agents – Updated per DoS

8. CHAPTER XII - SPECIAL RATE AREAS & MAPS

a. Item 1203: p.: Sardinia guidelines updated for clarification.
b. Appendix 12C-1: Regionalization changes and updates (GBLOC: xxxx)

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CHAPTER I - POLICY

Item 100 ***Purpose***

This solicitation provides guidelines, rules, regulations, and other information required to participate in the movement of personal property worldwide. Any changes or items of particular significance unique to each volume may be included by page changes in the rate solicitation letter for each cycle. Transportation Service Providers filing rates in response to this solicitation must submit rates in accordance with the procedures outlined in Chapter 19, Rate Filing Instructions, of this solicitation.

Item 101 ***Application and Scope***

This solicitation is applicable to Department of Defense (DOD) approved Transportation Service Providers eligible to transport household goods (HHG), unaccompanied baggage (UB), and boat shipments between designated rate areas in international through Government bill of lading (ITGBL) service, including inter-theater and intra-theater shipments but not intra-country shipments.

Item 102 ***Authority***

Under responsibilities assigned to the Commander, Surface Deployment and Distribution Command (SDDC), in DOD Directive 4500.9R, SDDC is responsible for the negotiation of rates worldwide for shipment of HHG and UB. The rates are solicited on behalf of the entire DOD, including civilian-appropriated and non-appropriated fund employees, and the U.S. Coast Guard. SDDC has delegated the negotiation of certain intra-theater rates to the United States European Command (USEUCOM).

Item 103 ***Industry Rate Submissions***

Due to the large volume of rate filings, rates are submitted to SDDC via File Transfer Protocol (FTP) in accordance with the rate filing instructions outlined in Chapter 19. When warranted, rates may be manually solicited subject to all other terms, conditions, and procedures specified in these instructions and in specific solicitation letters. Transportation Service Providers will not submit for review data concerning their rates or FTP file to SDDC in advance. Given the magnitude of the rates submitted and the processing involved, SDDC must decline any request for such review. If such data or request is received by SDDC, it will not be acted upon. SDDC may, however, grant Transportation Service Providers/ADP firms one additional opportunity, within 4 working hours after notification by SDDC, to submit a new FTP file if the original file fails to process or a complete loss in transmission is proven. SDDC will produce a summary of rates submitted on each initial filing file submitted for analysis and identification of any major problem, such as a wrong standard carrier alpha code (SCAC), rejection of total rate field, etc. SDDC does not guarantee all rejections and/or errors will be identified through this initial analysis.

Item 104 ***Time of Submissions***

These dates represent the receipt cutoff times for Transportation Service Provider submissions to be considered responsive to the applicable solicitation. Submissions, in response to any designated filing date in the solicitation letter, must arrive at the anonymous FTP file at SDDC prior to 12 a.m. (midnight) eastern time on the designated date. If the date falls on a Federal holiday, the designated date will be the next Government workday.

Item 105 ***Emergency Services***

a. Notwithstanding any other provision of this rate solicitation, Transportation Service Providers may be requested to provide equipment, personnel, and services not described herein as may be required to accommodate surges to the Government's requirements. These requirements may materialize in the event of a declaration of war, national emergency, natural disaster, or other non-forecasted contingency of a military or humanitarian nature. SDDC may, at any time, negotiate with Transportation Service Providers to make changes in writing or orally (to be formalized in writing) to the work ordered that is within the general scope of this rate solicitation, with compensation mutually agreed upon by SDDC and the Transportation Service Providers involved. Changes may include, but are not limited to:

(1) Terms and conditions of the rate solicitation, such as tonnage increases or extended delivery areas;

(2) Method or manner of performance of the work, to include extending operating hours;

(3) Acceleration in the performance of work.

b. Any other written or oral order from any source other than as directed by SDDC that causes a change shall be considered only after the Transportation Service Provider gives SDDC written notice stating the date and circumstances, and the source of the order. The Transportation Service Provider may process the change, as set forth below, upon approval by SDDC.

c. Except as provided in this provision, no order, statement, or conduct of any transportation official shall be treated as a change under this provision or entitle the Transportation Service Provider to an equitable adjustment. No proposal by the Transportation Service Provider for an equitable adjustment shall be allowed if asserted after final payment.

d. Billing. Line haul and accessorial charges under this provision will be billed at the levels agreed upon under Item 105a. In cases where there is insufficient time to reach prior agreement on charges, the Government is to make an equitable adjustment in charges upon receipt of the Transportation Service Provider's billing, documenting the charges and costs for services as verified and approved by the personal property shipping office. The Transportation Service Provider will provide the personal property Government bill of lading (PPGBL), Transportation Service Provider waybill, and any other supporting documentation. The PPGBL must contain the statement and/or entry:

"These charges are in accordance adjustments or negotiations for services authorized by
SDDC message/letter dated , subject: ,
Item/Rule Number , Publication Number ."

Item 106 ***DOD Peacetime and Contingency (VISA) Sealift Requirements***

a. The Secretary of Defense has approved the Voluntary Intermodal Sealift Agreement (VISA) as a sealift readiness program for the purpose of Section 909 of the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1248)

b. The objective of VISA is to provide DOD a coordinated, seamless transition from peacetime to wartime for the acquisition of commercial sealift and intermodal capability to augment DOD's organic sealift capabilities.

c. VISA is designed to create close working relationships between the Maritime Administration (MARAD), U.S. Transportation Command and participants through which contingency needs and the needs of the civil economy can be met by cooperative action. During contingencies, participants are afforded maximum flexibility to adjust commercial operations by Transportation Service Provider Coordination Agreements (CCA), in accordance with applicable law.

d. Transportation Service Providers filing rates in response to this solicitation must comply with the Voluntary Intermodal Sealift Agreement (VISA) priorities listed below for the ocean portion of the overall movement. For the purpose of this item, to allow VISA participants the first opportunity to directly meet DOD requirements, the underlying ocean bill of lading must be issued by a VISA participant to qualify for priorities (1), (3), and (5).

(1) U.S.-flag vessel capacity operated by a participant and U.S.-Flag Vessel Sharing Agreement (VSA) capacity of a participant.

(2) U.S.-flag vessel capacity operated by a non-participant.

(3) Combination U.S./foreign flag vessel capacity operated by a participant and combination U.S./foreign flag VSA capacity of a participant.

(4) Combination U.S./foreign flag vessel capacity operated by a non-participant.

(5) U.S.-owned or operated foreign flag vessel capacity and VSA capacity of a participant.

(6) U.S.-owned or operated foreign flag vessel capacity and VSA capacity of a non-participant.

(7) Foreign-owned or operated foreign flag vessel capacity of a non-participant.

Item 107 ***Acceptance of Rates – Option to Extend or Modify***

a. SDDC 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 submissions without discussion of rates; to nonuse or cancel any rate upon 15 days notice; and re-solicit rates. Acceptance of rates does not result in a requirements contract. Additionally, SDDC reserves the right, on 15 days notice, to:

(1) Extend the effective period of rates by 45 days to modify the rate filing period;

(2) Change the type of rates being solicited;

(3) Re-solicit rates as the result of Government or Transportation Service Provider actions;

(4) Take any appropriate actions to protect the Government's interests in response to delaying court injunctions, data processing failures, strikes, embargoes; and other policy or economic situations.

b. Initial rate submissions should be based on the most favorable terms to the Government from a price and service standpoint.

c. It is SDDC's sole intent to solicit responsible rates prepared in accordance with sound business decisions. Rates which would jeopardize financial viability of a Transportation Service Provider are not desired.

d. Individual rates should be constructed to stand alone without regard to rates for other channels. Transportation Service Providers are encouraged to file rates only between those areas where they desire to serve.

e. Filing administrative rates during the initial filing (I/F) period, with no intention to me-too (M/T), only increases workload for all concerned, as rates may be removed during the M/T filing cycle.

f. This solicitation stands alone and is not influenced by prior practices or procedures. It may be modified only by the Assistant Deputy Chief of Staff for Operations, Transportation Services, by letter or electronic means.

Item 108 ***Release of Cost Data***

Proprietary rate and cost data, submitted by Transportation Service Providers upon request of SDDC, is not releasable under the Freedom of Information Act.

Item 109 ***Transportation Service Provider Correspondence***

Transportation Service Providers are prohibited from distributing, or having distributed on their behalf, any international HHG or UB tariffs or tenders to personal property shipping offices (PPSOs). Transportation Service Providers are also prohibited from distributing any correspondence dealing with information in conflict with ITGBL program instructions furnished to PPSOs.

Item 110 ***Sources of Assistance***

In the event of problems or questions relative to these instructions, PPSOs should first contact SDDC or designated representative overseas. Problems not resolved at these levels will be elevated to SDDC.

AREA	OFFICE	DSN	COMMERCIAL
SDDC-Pacific	SDPP-PO-P	456-3741	(808) 656-3741
SDDC-Europe	SDPP-PO-E	314-421-4088	011-49-711-729-4088
SDDC-Scott AFB	SDPP-PO(Rates)	770-5778	618-220-5778
	SDPP-PO(Operations)	770-5484	618-220-5484

Item 111 ***Recommendations***

Recommendations for proposed changes are welcome and will be considered for future application. PPSO recommendations may be forwarded to SDDC, ATTN: SDDC-PPP-PO or designated SDDC representative overseas.

Item 112 ELECTRONIC SUBMISSION OF ALL CORRESPONDENCE

a. All correspondence submitted to SDDC's Personal Property Division, Operations and Analysis Branch, Rates Team as required or requested by this solicitation, shall be by electronic means. Correspondence pertaining to the ITGBL Program shall be emailed to sddc.safb.rates@us.army.mil. Correspondence pertaining to the international OTO Program shall be emailed to sddc.safb.ototenders@us.army.mil .

b. "Electronic means" is interpreted as the non-paper transmission and receipt of correspondence. Facsimile or "fax" means of transmission and receipt is no longer acceptable.

c. Electronic reproduction of the forms contained in this solicitation shall be the responsibility of the Transportation Service Provider. All forms in this solicitation used for the electronic transmission of required data must be received by SDDC exactly as shown herein.

CHAPTER II - TERMS & DEFINITIONS

Item 200. **Air Mobility Command (AMC)**: The single DOD operating agency responsible for providing DOD airlift services.

Item 201. **Attempted Pickup and/or Delivery**:

a. Attempted Pickup: When a Transportation Service Provider is ordered by the PPSO to perform pickup services at a member's residence, and service cannot be performed through no fault of the Transportation Service Provider. Transportation Service Provider is authorized compensation for labor services and/or vehicle use per Item 511.

b. **Attempted Delivery**: When a Transportation Service Provider is ordered by the PPSO to perform delivery services at a member's residence, and service cannot be performed through no fault of the Transportation Service Provider. Transportation Service Provider is authorized compensation on direct delivery shipments for labor services and/or vehicle use per Item 511. Compensation on shipments from storage-in-transit (SIT) will be as outlined in Item 510.

Item 202. Auxiliary Services: The use of labor and/or nonstandard line haul or delivery vehicles when essential to effect pickups or delivery of shipments when approved, in writing, by PPSO as the result of the origin or destination being inaccessible by virtue of building design or roadway nonexistence, design, condition, construction, or obstacles. The movement of agents from one overseas PPSO area of operation to another overseas PPSO area of operation for the purpose of packing, containerization, and pick up of personal property shipments when authorized by the requesting PPSO.

Item 203. Central Web Application (CWA): A system intended to review and approve services online and to cost Personal Property shipments for electronic payment of Transportation Service Provider (TSP) invoices via U.S. Bank/PowerTrack.

Item 204. **Channel Control Listing**: A listing stipulating open and closed rate fields, by classes of rates and codes of service, for each origin/destination combination whereby rates are filed between CONUS and overseas rate areas, inter-theater, and intra-theater movements.

Item 205. **Continental United States (CONUS)**: As used in connection with HHG, it includes all areas within the United States, excluding Hawaii. For purposes of soliciting rates for UB, it includes all areas within the contiguous United States, excluding Alaska and Hawaii.

Item 206. Destination Point: City or installation shown in the destination block on the Government bill of lading.

Item 207. Diversion: A change in the original destination of a personal property shipment en route. A change in the destination of a shipment not in SIT to a new destination more than 30 miles from the original destination point. Shipments requiring further over ocean transportation shall be terminated and reshipped.

Item 208. Electronic Data Interchange (EDI): The computer-to-computer exchange of data from common business documents using standard data formats.

Item 209. **Filing Dates**: Designated dates announced by SDDC during which ITGBL rates and other data must be filed

Item 210. Filing Criteria – Class 1, 2, and 3 Rates: The maximum and minimum dollar per hundred weight amount allowable for rate submissions filed during the I/F filing period are as follows:

a. Maximum Rate Submission - Surface Codes of Service.

(1) Code 3 - $373.75
(2) Code 4 - $402.50
(3) Code 5 - $287.50
(4) Code 7 - $402.50

b. Maximum Rate Submission - Air Codes of Service.

(1) Code J - $345.00
(2) Code T - $345.00
(3) Code 6 - $460.00
(4) Code 8 - $632.50

c. Minimum Rate Submission - All Codes of Service: $30.00.

Item 211. **Final Delivery Point**: Place where Transportation Service Provider surrenders possession of property to the owner or owner's agent and no further transportation or services are required under the Personal Property Government Bill of Lading (PPGBL).

Item 212. **Government Bill of Lading Office Code (GBLOC)**: A designated code consisting of four alpha characters unique to each PPSO. GBLOCs are used for internal accounting purposes and for the distribution of information to PPSOs.

Item 213. **Government Storage Warehouse**: Government-owned or leased facility used for storing HHG shipments.

Item 214. **Gross Weight**: The aggregate weight of all articles plus necessary packing materials and shipping containers.

Item 215. **Household Goods and/or Personal Property**: Furniture, furnishings, boats, or equipment; clothing, baggage, personal effects, 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 216. **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 it is the organizational title of the individual. See PPSO.

Item 217. **Inter-Theater 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 inter-theater.

Item 218. **Intra-Theater Movement**: Movement of personal property from an origin point in an overseas theater to a destination point in the same overseas theater.

Item 219. **Item/Article**: The terms "item" and "article" used in this solicitation shall be interchangeable. Each shipping piece or package, and the contents thereof, shall constitute one item. Any item taken apart or knocked down for handling or loading shall constitute one item.

Item 220. **ITGBL Transportation Service Provider Accepted/Rejected Rate Report**: A printout derived from rates submitted by Transportation Service Providers during the I/F and M/T filing. This printout is distributed to each Transportation Service Provider on completion of the I/F and M/T filings to show rates evaluated by SDDC for conformance with rate filing policy and procedures. The printout includes a listing of rates accepted and/or rejected for nonconformance with rate filing parameters.

Item 221. **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 factor.

Item 222. **Kilometer**: One kilometer is equal to 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 223. **Maximum Filing Criteria**: A maximum dollar per hundredweight amount applicable to I/F Class 1 or M/T Class 2 and 3 rate filings. The amount is added to established low rates on file to obtain a maximum allowable rate submission per traffic channel. Rates filed above the maximum filing criteria are computer rejected and removed from the system. Maximum filing criteria are as follows:

a. I/F Class 1 rates - $105 per hundredweight above or 200 percent of the low rate, whichever is less.

b. M/T Class 2 rates - $75 per hundredweight above the low rate.

c. M/T Class 3 rates - $75 per hundredweight above the low rate.

Item 224. **Military Sealift Command (MSC)**: The single DOD operating agency responsible for providing DOD sealift service.

Item 225. **Mistake in Rate Filing (MIRF)**: An error acknowledged by the Transportation Service Provider after review of their I/F and M/T rate submissions. Transportation Service Provider may obtain relief for mistakes in rate filing upon review and approval by SDDC.

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. **Non-Temporary Storage (NTS)**: The term applied for the service of long-term storage, other than SIT, of personal property at owner's or Government expense.

Item 228. **One-Time-Only (OTO) Rates**: Rates solicited by SDDC from individual Transportation Service Providers for the one time movement of personal property.

Item 229. **Operation COHORT**: Operation COHORT is another name given to U.S. Army volume movements between CONUS and overseas locations. Any special requirements such as pickup, movement on the same vessel, and delivery en masse, will be contained in the solicitation.

Item 230. **Origin Installation**: Military installation or activity with a PPSO controlling and issuing PPGBLs for personal property shipments.

Item 231. **Overseas Theater**: An overseas area 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 232. **Packing Carton**: Packing carton used for packing items requiring additional protection prior to placement inside shipping container.

Item 233. **Personal Property Government Bill of Lading (PPGBL)**: An accountable shipping document used for the acquisition of authorized transportation and related services from commercial Transportation Service Providers for the movement of DOD-sponsored personal property shipments (SF 1203).

Item 234. **Personal Property Shipping Office (PPSO)**: An office designated by appropriate authority to perform personal property traffic management functions for an area of responsibility.

Item 235. **Pickup Point**: The specific location where the Transportation Service Provider takes possession of personal property for shipment.

Item 236. **Point of Diversion**: The location of the shipment when orders are given to change destination point.

Item 237. **Port of Embarkation/Debarkation**:

a. **Ocean (WPOE/WPOD)**: Includes dock, wharf, pier, or berth where cargo is loaded aboard ship or is discharged from ship, including the port terminal facility or warehouse of the Transportation Service Provider serving the port.

b. **Aerial (APOE/APOD)**: Includes AMC facilities for loading, unloading, and handling of shipments, including the port terminal facility or warehouses of the Transportation Service Provider serving the port.

Item 238. **Public Access**: Personal Property Rates and information are made available to the public for review and downloading on the SDDC Website at: www.SDDC.army.mil or www.SDDC.gov on the Personal Property Homepage.

Item 239. **Rate Area**: An area is generally defined as each of the states and the District of Columbia in CONUS, 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.

Item 240. **Rate Classes**: Groupings of rates defined as follows:

a. Class 1 Rates: Class 1 rates are competitive filings wherein 100 percent of the traffic for each designated traffic channel is awarded to the Transportation Service Provider setting the low rate during the I/F. There is no opportunity to re-file or equalize rates during the M/T filing. Rates filed above the maximum criteria are computer-rejected and will be removed from the system.

b. **Class 2 Rates**: Class 2 rates are competitive filings whereby Transportation Service Providers establishing the low rate during the I/F are awarded a prescribed percentage of tonnage within each individual traffic channel. Transportation Service Providers not establishing low rates during the I/F are permitted to adjust rates during the M/T filing to participate in residual traffic not allocated to the primary

Transportation Service Providers. Rates filed above the maximum criteria will be computer-rejected and will be removed from the system during the M/T filing.

c. **Class 3 Rates**: Class 3 rates, although containing certain competitive aspects and, therefore, subject to competitive procedure, are generally considered noncompetitive filings because all Transportation Service Providers who equalize the low rate, share traffic equally with those Transportation Service Providers establishing the low rates. Transportation Service Providers must file rates during the I/F. Transportation Service Providers may elect to equalize the low rates during the M/T filing or elect to file any rate between the established low rate and the rate filed by the Transportation Service Provider in the I/F cycle. Rates beyond the maximum criteria will be computer-rejected and will be removed from the system.

Item 241. **Rate Cycle**: A 6-month period of time when rates filed by Transportation Service Providers are effective. Normal rate cycles include the periods April 1 – September 30 and October 1 – March 31 of each year.

Item 242. **Regular Working Hours**: Regular working hours include Monday through Friday, between the hours of 8 a.m. and 5 p.m., excluding all other hours of the day, days of the week, and officially declared foreign national, U.S. national or state holidays, and during any hour on Good Friday when service is rendered on that day in New York City and the New York Counties of Dutchess, Erie, Genessee, Livingston, Monroe, Nassau, Niagara, Orange, Ontario, Orleans, Putnam, Suffolk, Ulster, Wayne, Westchester, and Wyoming.

Item 243. **Required Delivery Date (RDD)**: A specified calendar date on or before when the Transportation Service Provider agrees to offer the entire shipment of personal property for delivery to the member or member's agent at destination. 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 244. Selected Rate Listing: A listing of rates, derived from Transportation Service Provider's I/F rate submission, which may be erroneous and is highlighted for careful review.

Item 245. **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 246. **Special Solicitation**: Rates solicited by SDDC from individual Transportation Service Providers for movement of personal property between specific rate areas.

Item 247. **Standard Carrier Alpha Code (SCAC).** A four-digit alpha code assigned to each carrier by the National Motor Freight Traffic Association to identify that carrier in the various procedures and documents used in the Department of Defense Personal Property Shipment and Storage Program. For purposes of this solicitation "carrier" is equivalent to Transportation Service Provider.

Item 248. **Standard Point Location Code (SPLC)**: A standard point location code consisting of alphanumeric characters assigned to each rate area for the purpose of geographical accounting.

Item 249. **Storage-in-Transit (SIT)**: The term applied to the service under the PPGBL for the temporary storage, other than non-temporary storage, of a personal property shipment prior to final delivery.

Item 250. Surface Deployment and Distribution Command (SDDC): The Army Component of the U.S. Transportation Command. SDDC is responsible for all the Department of Defense's surface transportation shipments as well as several core transportation processes.

Item 251. **Supporting Documentation**: Documentation requiring Transportation Service Provider certification and submission to SDDC by designated dates provided in each cycle solicitation letter.

Item 252. **Surcharge:** An extra fee, levied to a shipment, paid by the transportation service provider and sometimes reimbursed by the U.S. Government. Except for those five surcharges identified below, surcharge reimbursement is considered on a case-by-case basis with reimbursement decision resting at the sole discretion of the Surface Deployment and Distribution Command. Specific surcharge definitions are provided below:

a. Air Fuel Surcharge (100) – An extra charge that is charged to the Transportation Service Provider (TSP) by the aerial TSP. This surcharge is applicable to codes of service 6 and 8.

b. Bunker Surcharge (BSC) – An extra charge, also known as Bunker Adjustment Factor (BAF) or Fuel Adjustment Factor (FAF), sometimes added to ocean TSP rates. This surcharge is justified by higher fuel costs. This surcharge is applicable to codes of service a 1, 2, 3, 4, and 7.

c. War Risk Surcharge (WAR) – Insurance coverage for loss of goods resulting from any act of war or as a result of the vessel "entering" the war risk area when billed by the ocean/air TSP. This charge is only applicable to areas deemed "war risk" areas, as provided for on the SDDC website, www.sddc.army.mil, Personal Property/POV, International, War Risk Areas. This surcharge is applicable to codes of service 1, 2, 3, 4, 6, 7, and 8.

d. Port/Terminal Security Handling Surcharge (COF) - An extra charge that is billed to the TSP for security of their cargo while at the port of embarkation/debarkation. This surcharge is applicable to codes of service 1, 2, 3, 4, 6, 7, and 8.

e. Port Congestion Surcharge (CON) – An extra charge that is billed to the TSP for controlling the congestion of trucks/vessels entering/departing the port. This surcharge is applicable to codes 1, 2, 3, 4, and 7.

NOTE: Air fuel, Bunker, War risk, Port/Terminal Security Handling (COF), and Port Congestion (CON) surcharges are not applicable on shipment codes of service T, 5, and J.

Item 253. **Theatre Shipping and Consolidation Point**. The Theater Shipping and Consolidation Point is responsible for the rapid segregation, sorting, and consolidation of multiple consignee shipments from a range of sources and delivery to the customer.

Item 254. **Transportation Control Movement Document (TCMD), DD Form 1384**: A form used to control the movement of property while in the Defense Transportation System (DTS). Similar to a bill of lading in the commercial transportation system.

Item 255. **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 Personal Property Qualification and Rate filing, the term TSP will apply to Motor Carrier, Freight Forwarder and Broker, as applicable.**

Item 256. **Transportation Service Provider's Agent**: A business firm, corporation, or individual acting for or on behalf of a Transportation Service Provider. A bona fide agent of a personal property Transportation Service Provider, as distinguished from a broker, is a person or business enterprise representing and acting for a motor Transportation Service Provider or freight forwarder and performing duties under the direction of the Transportation Service Provider, pursuant to a preexisting agreement with the Transportation Service Provider, providing for a continuing relationship between them.

Item 257. **Unaccompanied Baggage**: The portion of a member's prescribed weight allowance of personal property including professional books, papers, and equipment, normally shipped separately from the bulk of personal property and designated as such on the member's application for shipment.

Item 258. **United States Transportation Command (USTRANSCOM)**: Commander USTRANSCOM directs transportation components from the Army, Navy, and Air Force in order to fulfill defense transportation requirements.

Item 259. **Volume Movement**: Movement of HHG, totaling 200,000 pounds or more, or UB, totaling 50,000 pounds or more, for military or civilian personnel from one origin or commuting area to one destination or commuting area within a 90-day period, will be considered a volume movement. Volume moves may be for lesser amounts if special requirements exist.

Item 260. **Working Hours**: See Regular Working Hours.

CHAPTER III - ADMINISTRATIVE REQUIREMENTS

Item 300 **Rate Filing Prerequisites**

Except as provided below or in solicitation letters, a Transportation Service Provider must have satisfactorily completed the following administrative requirements to participate in the rate filing cycle:

a. Rate Area Approval: Transportation Service Providers receive rate area approval, by code of service between CONUS and controlled overseas rate areas listed below, for which rates will be submitted. Transportation Service Providers desiring to provide service for inter-theater or intra-theater shipments must be approved for both origin and destination areas in appropriate codes of service. A Transportation Service Provider must be approved in a given code of service to one or more controlled areas to be eligible to provide such code of service to and from any uncontrolled area. Transportation Service Providers with Code J baggage approval will have their approval automatically extended for Codes 7 and 8. Transportation Service Providers with Code 4 HHG approval will have their approval automatically extended for Code 3, 5, 6, and T. Approval for UB or HHG codes is automatic with the exception of those Transportation Service Providers in CFAC. To be eligible to receive traffic for the entire rate cycle, a Transportation Service Provider must maintain its Transportation Service Provider approval for each code of service throughout the entire period of the cycle. All Transportation Service Providers not previously approved for baggage or HHG to controlled overseas rate areas and for already approved Transportation Service Providers requesting additional approval, the deadline for submission of documentation is 7 months prior to the cycle the Transportation Service Provider intends to begin participation. Timely submission is essential to permit administrative processing. Requests for approval must be supported by any necessary rosters, operating authorities, etc., and documents submitted must be complete and correct. Incomplete applications will be returned to the Transportation Service Provider. Requests may be resubmitted when all supporting documents have been prepared, as required. The controlled rate areas are:

Australia	Portugal	Azores, The
Italy	Puerto Rico	Bahrain
Japan-Central	Sardinia	Belgium
Japan-North	Sicily	Crete
Japan-South	Spain	Germany
Korea	Turkey	Guam
Netherlands, The	United Kingdom	Hawaii
Okinawa	(England and Wales)	

b. Letters of Intent (LOIs):

(1) To participate in international traffic, a Transportation Service Provider must have an accepted LOI listing an agent/agents providing origin and destination services at every overseas PPSO to cover the entire rate area for which rates are filed. For installations covering an area in a neighboring state, the Transportation Service Provider's LOI must indicate whether the service will be for "all" of the PPSO's area or specifically indicate the area to be served. For example, an LOI at JPPSO Ft. Belvoir may indicate "this letter of intent is applicable to your operating area(s), all" or "this letter of intent is applicable to your operating area(s), VA and DC." The second choice excludes MD and WV, also parts of the area of responsibility of the JPPSO. It is the responsibility of the Transportation Service Provider to file and ensure acceptance of LOIs at all installations within the rate area for which a rate is submitted. LOIs will be filed in accordance with the requirements herein and not later than the I/F designated date specified in applicable solicitation letters. LOIs previously filed with, and accepted by, PPSOs remain valid for current and subsequent solicitations to the extent the agent list is current. Transportation Service Providers not receiving notification of LOI acceptance from PPSOs within 10 days of the estimated date of receipt should contact the PPSO concerned to verify receipt and acceptance or rejection. While coordination between

PPSOs and Transportation Service Providers/agents is essential to assure all Transportation Service Providers are afforded maximum participation opportunity; the responsibility for having an LOI accepted by the established deadline rests solely with the Transportation Service Provider. Unreasonable delays, beyond the control of the Transportation Service Provider, should be brought to the attention of SDDC-PPP-PO by telephone or message. The names, addresses, and responsible areas for all PPSOs are included in Chapter XIV. LOIs requiring amendment for new agents, address changes, telephone number changes, etc., must be so amended as required. The LOI change must be clearly marked, replacement or new, whichever is applicable.

(2) Transportation Service Providers understand that:

(a) LOIs, accepted and on file by the applicable I/F designated date, will remain on file at each installation and may not be withdrawn for a minimum of 2 months from the effective date of the rates.

(b) The practice of filing rates without valid LOIs is viewed as a violation of its obligation to participate in international traffic. Transportation Service Providers found in violation may be placed in nonuse into and out of the affected rate area under the provisions of SDDCR 15-1. Further, repetitive occurrences could result in worldwide nonuse or disqualification under the same regulation.

(c) If a Transportation Service Provider files rates from:

1) A CONUS origin area but fails to have an acceptable LOI on file at each PPSO responsible for that rate area, the Transportation Service Provider will be placed in nonuse for all ITGBL traffic originating from that rate area.

2) Overseas origin areas but fails to have an acceptable LOI on file at each PPSO responsible for that rate area, the Transportation Service Provider will be placed in nonuse into and out of that rate area. If a repetitive pattern is evident, approvals may be indefinitely withdrawn.

(d) When a Transportation Service Provider loses an agent before or during applicable rate cycle where rates have been filed, but fails to obtain a new agent within the prescribed time period, the Transportation Service Provider will be placed in nonuse as specified below:

1) CONUS: Placed in nonuse from the origin rate area(s) served by the affected PPSO.

2) Overseas: Placed in nonuse into and out of the entire origin rate area(s) served by the affected PPSO.

(e) If a Transportation Service Provider's LOI is returned before rates are published, the rates submitted for the affected channel will be removed. Return of the Transportation Service Provider's LOI after the initial filing of the upcoming cycle will result in nonuse and preclude participation for the current cycle as well as the succeeding cycle.

c. Agency Approvals: Agencies must be properly qualified by DOD representative as provided in the DOD 4500.9-R, Defense Transportation Regulation (DTR), Part IV.

d. Common Financial and/or Administrative Control (CFAC) Policy: ITGBL Transportation Service Providers are required to declare CFAC relationships. Transportation Service Providers in CFAC may be approved in the same rate channel, but not in the same code of service to a destination rate area. Transportation Service Providers failing to disclose CFAC relationships in accordance with the Certificate of Transportation Service Provider Responsibility or misrepresenting their company in compliance with the

certificate may be removed from the DOD Personal Property Program at the discretion of the Commander, SDDC.

e. A TSP not filing rates for three (3) consecutive rate cycles may have its approval withdrawn, thereby precluding participation in future rate cycles. To obtain approval, the TSP whose approval is withdrawn must reapply in accordance with approval requirements and instructions under the TSP Qualification Program.

Item 301 ***No SDDC Accepted Rate***

a. **Cancellations**: When a Transportation Service Provider has no effective rate on file due to cancellation, the Transportation Service Provider is responsible for refusing shipments offered for a traffic channel. Acceptance and movement of a shipment by the Transportation Service Provider over such traffic channels under a PPGBL shall constitute an agreement by the Transportation Service Provider to perform the transportation services at the original rate filed by the Transportation Service Provider.

b. **Rate Not Filed**: When a Transportation Service Provider accepts a shipment over a traffic channel where the Transportation Service Provider did not file a rate, the Transportation Service Provider will move the shipment at the lowest prevailing rate for the traffic channel. Transportation Service Provider will file an OTO tender to cover shipments moved under these conditions.

Item 302 ***Special Rate Filings***

SDDC reserves the right to initiate modified and/or special negotiations, in manual or automated formats, at any time commensurate with requirements. Unique rate filing procedures may be required in those instances where normal automated procedures are not appropriate due to particular circumstances existing at the time. Methods for administratively processing such situations will be provided in the special solicitation instructions. OTOs and volume moves are examples of such filings.

Item 303 ***Acquisition of New Agents***

Transportation Service Providers losing agents and failing to obtain new agents within 45 days are precluded from further participation in the rate cycle from the affected CONUS origin rate area. Loss of an agent in an overseas country will preclude participation to and from the affected rate area.

Item 304 ***Criteria for Eligibility as Small Disadvantaged Business Concern for the Purpose of Transportation Service Acquisition***

For the purpose of transportation service acquisition, the term “disadvantaged” refers to socially and economically disadvantaged individuals as defined below:

a. Socially disadvantaged individuals are those U.S. citizens who have been subjected to racial or ethnic prejudice or cultural bias because of their identity as a member of a group without regard to their individual qualities.

b. Economically disadvantaged individuals are those socially disadvantaged individuals whose ability to compete in the free enterprise system has been impaired due to diminished capital and credit opportunities as compared to others in the same line of business and competitive market area who are not socially disadvantaged. Socially and economically disadvantaged individuals are defined as “Black Americans, Hispanic Americans, Native Americans (includes American Indians, Eskimos, Aleuts, and

Native Hawaiians) Asian-Pacific Americans, and other minorities found to be disadvantaged by the Small Business Administration."

c. To qualify as a small disadvantaged business, a concern must be a small business concern with at least 51 percent of the stock owned by one or more socially and economically disadvantaged individuals; or a publicly-owned business with at least 51 percent of the stock owned by one or more such individuals. Management and daily business operations must be controlled by one or more socially and economically disadvantaged individuals.

Item 305 ***Filing with Regulatory Bodies***

Transportation Service Provider(s) certifies (certify), where required, the requisite number of copies of this solicitation is being filed concurrently with the Surface Transportation Board, in accordance with the Interstate Commerce Act, or with other regulatory agencies, as appropriate.

Item 306 ***Compensatory Rates***

a. Rates submitted will be filed in compliance with the policies and procedures of this solicitation and applicable solicitation letters. Transportation Service Providers should evaluate each rate filed to ensure that quality service can be provided at that rate. Rates will be filed only between those rate areas where the Transportation Service Provider desires to serve. The Transportation Service Provider certifies the ability and willingness to perform at the rates listed for each rate channel, for a minimum of 2 months, from the date of acceptance irrespective of the acceptance of any other rate submitted by the Transportation Service Provider. Transportation Service Providers are reminded service must be to the entire rate area and not just the area immediately surrounding the installation. Transportation Service Providers filing rates and refusing to serve the entire rate area may have their approval for the area withdrawn.

b. Transportation Service Provider rates filed during the filing cycle must be honored for a minimum of 2 months irrespective of any action Transportation Service Providers may take to cease operations after the filing date (bankruptcy excluded). SDDC may initiate setoff action or seek recourse against surety for any increased expenditures to the Government, such as re-procurement costs for transportation services, resulting from a Transportation Service Provider failing to honor its rates for the prescribed minimum periods.

Item 307 ***Independent Pricing Action***

By offering rates for services to the United States Government, the Transportation Service Provider official certifies the understanding and continued compliance with the previously executed Certification of Independent Pricing incorporated hereto by reference. The executed Certification of Independent Pricing is on file in the Transportation Service Provider's qualification file as an attachment to the Transportation Service Provider's Tender of Service.

Item 308 ***Agent Representation***

a. Facilities: 2,000 cubic feet of storage space are required for each Transportation Service Provider represented up to a minimum of 8,000 cubic feet for four or more Transportation Service Providers.

b. Vehicular Equipment: Two vehicles are required. One must be a weather tight van of at least 1,000 cubic feet of capacity and one open bed vehicle with a minimum length of 16 feet.

c .Lifting Devices: One mobile lifting device with a minimum lifting capacity of 4,000 pounds.

d. Packer/Warehouseman/Driver: A minimum of two qualified personnel must be maintained on a regular basis for the first Transportation Service Provider represented. To represent two to four Transportation Service Providers, the agent must maintain three qualified people. To represent more than four Transportation Service Providers, additional personnel requirements will be based upon the agent's ability to provide responsive service. It is the responsibility of the Transportation Service Provider and agent to determine what is necessary to provide responsive, quality service. Agents are subject to performance action if the PPSO determines them to be nonresponsive in providing service.

e. Administrative: The agent's office will be manned at all times during normal working hours with personnel authorized to book shipments or otherwise perform services for the Transportation Service Provider. One employee, with such authority, is required for one to three Transportation Service Providers represented. One additional employee with such authority, is required when more than three Transportation Service Providers are represented. A total of two administrative personnel are required to represent four or more Transportation Service Providers.

f. Location of Agent: An agent may be located either within or outside the PPSO area of responsibility. Acceptance or non-acceptance will be based on whether the agent can provide responsive service. The PPSO has the authority to determine if the agent is responsive.

g. Limitation or Reduction of Representation: The PPSO may limit or reduce the number of Transportation Service Providers an agent may represent to a number the PPSO determines the agent has the capacity to serve. Limitation or reduction of agent representation must have concurrence of the cognizant SDDC area command or overseas representative.

h. Agency Agreements: The Transportation Service Provider will contractually bind its agents with a formal written document (and, as necessary, official translation into English) concerning solicitation terms and requirements and will provide specific instructions for implementing them prior to the effective date of the rates.

i. Use of Subagents: Transportation Service Provider's LOI will list all agents employed indicating their functions and the areas served, e.g., booking agent/rate area. A copy of all agency agreements, in force between the Transportation Service Provider and agent(s), will be provided the PPSO.

Item 309 ***Use of General Agents***

The use of general agents will be restricted to very limited situations. A general agent will not engage in operations for the purpose of booking shipments. Transportation Service Providers having more than one agent serving an overseas PPSO may use a booking agent provided the agent operates solely within the confines of the defined area of responsibility of the PPSO and further provided the booking agent is a DOD-approved local working agent. PPSOs, however, may waive the agent location per Item 308 above provided the agent is a local working agent and can provide responsive service acceptable to the PPSO concerned.

Item 310 ***Selective Use of Code 5/Direct Procurement Method (DPM)***

Based on evaluations of traffic flow and port agent reports, SDDC may elect to alleviate commercial port congestion or resolve other traffic management problems by directing the selective use of Code 5 and DPM service, as necessary. If utilized, SDDC will normally provide sufficient advance notice of conversions to permit affected Transportation Service Providers to prepare to handle shipments. The following procedures would apply: PPSOs would be directed to route a specified percentage of all shipments in Code 5 and DPM service over selected channels. When Code 5 is directed, the specified percentage of the tonnage would be distributed to the low-cost Code 5 Transportation Service Provider(s) at the identical primary percentages established for Code 4 traffic.

Item 311 ***Acceptance of Government-Owned Containers (GOCs)***

When the Transportation Service Provider is out of containers and cannot or refuses to purchase them locally, Transportation Service Providers will be required to accept usable GOCs offered by the PPSO. When Transportation Service Providers use GOCs, the SFR will be reduced in accordance with Chapter V. The Transportation Service Provider must also notify the destination PPSO at the time of notification of arrival when the shipment contains a GOC. Failure to accept GOC may result in placement of Transportation Service Provider in nonuse into and out of the rate area concerned.

Item 312 ***Suspensions***

If a Transportation Service Provider is suspended from a given installation for a violation on an international HHG shipment, the suspension will apply for all international HHG shipments moving under both competitive and noncompetitive rates. Likewise, if a Transportation Service Provider is suspended from a given installation for a violation on an international UB shipment, the suspension will apply to all international UB shipments moving under both competitive and noncompetitive rates. A suspension which extends into a new traffic distribution period will remain in effect until such time as the transportation officer is satisfied the Transportation Service Provider has taken necessary action to preclude the recurrence of those problems which gave rise to the suspension.

Item 313 ***Disqualifications***

SDDC disqualification may be imposed in accordance with the DOD 4500.9R, DTR, and/or SDDC Regulation 15-1.

Item 314 ***Intra-European Theater Rates***

SDDC and the SDDC-Europe (SDDC-PPP-PO-E) solicit rates for movement of containerized HHG. When shipments move under the SDDC-PPP-PO-E tariff, the low rate setter will receive 100 percent of containerized shipments. The cycle of this tariff begins 1 April and ends 31 March. PPSO's will compare the low containerized rate against other available methods to determine mode of shipment. TSP's SFR submission will include any anticipated currency fluctuations.

Item 315 ***Combination Inter-Theater Codes T/4 and T/5 Rates***

Combination rates between Pacific and European theaters will not be solicited. All Code T rates will be solicited as through rates. (See Item 317 below)

Item 316 ***Inter-Theater Code 5 Shipments***

The Government will be responsible for over CONUS movement of inter-theater Code 5 shipments moving between inter-theater rate areas. Transportation Service Providers will not be required to provide the line haul movement between CONUS ports for these inter-theater shipments, and Transportation Service Provider's SFRs should not include CONUS overland transportation costs.

Item 317 ***Inter-Theater Codes J and T Shipments***

The Transportation Service Provider will be responsible only for origin and destination services and delivery to and from the appropriate aerial port. Delivery to the port will be accomplished on the Required Port Delivery Date (RPDD) reflected on the GBL for Code J shipments. The Government will be responsible for routing between APOE in one theater and APOD in another theater. The Transportation Service Provider's SFRs should not include CONUS overland transportation costs.

Item 318 ***Fire Control Systems in Overseas Warehouses (European Theater Only)***

Transportation Service Provider/agent facilities located in the European theater and approved to store DOD Personal Property must meet the following minimum standards:

a. A supervised/unsupervised fully automatic sprinkler system or a supervised fire detection and reporting system (heat or smoke detector). A supervised system is defined as a system that is connected to and/or monitored by a full-time operation fire department.

b. Fire prevention and detection systems shall be properly maintained and inspected at least semi-annually.

c. Personal Property warehouses will have access to an adequate source of water for firefighting purposes and must be supported by a responsive fire department.

Item 319 ***Tonnage Requirements***

a. Incentive Channels: Transportation Service Providers establishing the low rate must accept the actual traffic up to the designated share indicated for each traffic channel. Each traffic channel consists of all tonnage moving between PPSOs located within the applicable rate areas. Each PPSO is responsible for distributing tonnage, in accordance with percentages provided, to ensure total traffic between rate areas is properly awarded. In rate areas where traffic is handled by more than one installation, each installation must award traffic originating from its installation to any specific rate area so the prime Transportation Service Provider receives its designated share from the rate area to the destination rate area. The Transportation Service Provider will commence complete service on the effective date of the solicitation. Complete service must be provided on 100 percent of the HHG and UB traffic offered to and accepted by the Transportation Service Provider at those installations where rates are on file. This includes the requirement to position or to purchase adequate numbers of containers at each origin. The service provided under these terms and conditions is in addition to service provided on Class 3 traffic routes and codes of service. Failure to provide service, as evidenced by a pattern of selectivity as to shipments accepted or repeated refusal of shipments for any reason, including the failure to position containers, will subject the Transportation Service Provider to withdrawal of approval for the rate area. Furthermore, such refusals may reflect on the responsibility and eligibility of the Transportation Service Provider for future filing

cycles. When such action is instituted by SDDC, approval will not be reinstated until the Transportation Service Provider can provide satisfactory evidence of its ability and intention to service rate filings.

b. Class 1 Rates: Transportation Service Providers filing Class 1 rates, however not the low rate, must be prepared to accept 100 percent of the traffic offered in case the primary Transportation Service Provider cancels its rate, is placed in nonuse, etc.

c. Class 2 Rates:

(1) Transportation Service Providers filing a Me-Too, Class 2, low rate will be considered equalization Transportation Service Providers. The primary Transportation Service Provider will be offered actual tonnage equal to the primary percentage indicated. The remainder of the tonnage will be considered residual and will be shared equally between the primary and equalization Transportation Service Providers. Equalization Transportation Service Providers refusing shipments offered within the residual traffic limit, as outlined in Item 1704, will be subject to suspension and/or other appropriate action. If the primary Transportation Service Provider cancels rates, then all tonnage is divided equally between the equalization Transportation Service Providers to the maximum extent possible prior to offering traffic to other participating Transportation Service Providers.

(2) If all equalization Transportation Service Providers cancel their rates, then all tonnage will be offered to the primary Transportation Service Provider prior to any offer being made to a participating Transportation Service Provider. Should the primary Transportation Service Provider refuse the tonnage, then tonnage will be offered to the participating Transportation Service Providers in rate level order.

(3) Transportation Service Providers filing Class 2 rates other than the low rate (participating Transportation Service Providers) agree to accept tonnage as indicated below:

Channel	Not Less Than
50 percent	12 percent
30 percent	7 percent
20 percent	5 percent
10 percent	2 percent

d. Class 3 Rates: All Transportation Service Providers equalizing the low rate will share equally in traffic distribution.

Item 320 ***Shipment Routings***

a. Codes 4, 6, 7, and 8 shipments moving between CONUS and overseas rate areas will be open routing; however, Transportation Service Providers are required to meet DOD performance standards irrespective of routing actually used. In this respect, Transportation Service Providers are cautioned to avoid routings through ports which historically become congested during peak shipping months with the resultant frustration of DOD shipments. Shipments (Codes 5 and T) entering the Defense Transportation Service (DTS) will be routed as indicated on TCMD.

b. Code 3 ocean routings will be via designated West Coast ports.

Item 321 ***Pickup Requirements***

Transportation Service Providers will be provided at least 5 working days advance notice when tendered shipments. The Transportation Service Provider and PPSO will agree to a pickup date. Under

unusual circumstances, Transportation Service Providers may agree, but are not obligated, to accept pickups on less than 5 working days notice. Transportation Service Providers agree that once shipments are accepted with less notice, the Transportation Service Provider is obligated to the agreed pickup date.

Item 322 ***Reporting Requirements***

Within, but not more than, 10 calendar days following date of pickup of a shipment, the origin agent will provide the following information when requested by the PPSO:

a. Estimated date the shipment will be picked up by line haul equipment for movement to the ocean or aerial port.

b. Estimated date of sailing and identity of port and vessel (Code 4).

c. Routing of vessel and discharge port (Code 4).

d. Estimated date of arrival at destination (Code 4).

Item 323 ***RDD Requirements***

Traffic management procedures of the Transportation Service Provider should be geared to provide 100 percent of deliveries on time. Failure to achieve an acceptable level of on-time deliveries into any rate area may be cause for disqualification from the ITGBL program into the rate area. Disqualification may extend into subsequent rate cycles.

Item 324 ***Delivery to Storage In Government Facilities***

Shipment delivered to non-temporary storage in Government facilities will be terminated. Such Government facilities will be considered the final delivery point for the shipment.

Item 325 ***Transportation Service Provider Agent/Port Agent Facilities***

a. Transportation Service Providers participating in the ITGBL program must guarantee SDDC free access to agent/port agent's facilities during normal working hours. This must be reduced to a written binding agreement between the Transportation Service Provider and its agent. SDDC port operators or official representatives will randomly inspect the condition of Transportation Service Provider containers at these facilities. Data will be provided on both inbound and outbound shipments. Containers found to be in a condition rendering the container unacceptable for continued movement of the contents; will be identified to the concerned Transportation Service Provider and/or agent for immediate corrective action. Unacceptable conditions would include damaged or poorly constructed containers; illegible, improper, or nonexistent markings; improper waterproofing, or other such violations. The agent/port agent of the Transportation Service Provider must immediately arrange to have the container restored to an acceptable condition or, alternatively, must repack the shipment in an acceptable container prior to onward movement. Transportation Service Providers failing to take corrective action may be immediately placed in nonuse by SDDC and the shipment may be terminated by the Government. Any additional Government expenses may be setoff against the Transportation Service Provider's PPGBL.

b. In accordance with Section 406 of Title 37, United States Code, no Transportation Service Provider, port agent, warehouseman, freight forwarder, or other person involved in the transportation of

property may have any lien on, or hold, impound, or otherwise interfere with, the movement of baggage and household goods being transported under this section. Personal property shipments moved under this solicitation are DOD-sponsored and, as such, will not be detained by Transportation Service Providers or agents. Additionally, the Government has the right to inspect Transportation Service Provider's containers on any premises of the Transportation Service Provider/agent. Accordingly, Transportation Service Providers agree to include the following stipulation in their contracts, agreements, and/or orders with underlying Transportation Service Providers/agents:

> "By acceptance of this contract/agreement/order/reimbursement schedule, I recognize the property being transported hereunder is United States 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, including those of my agents, during normal working hours, for their lawful purpose of inspecting and removing Transportation Service Provider containers in which DOD-sponsored personal property is shipped."

Agents refusing to consummate agreements/contracts containing this clause will not be used by Transportation Service Providers.

c. In addition to the condition of containers, the SDDC representatives will observe general warehousing practices, such as: housekeeping practices (i.e., floor free of debris); staging in proximity to hazardous materials; an overall impression of orderliness and condition of building; and protection of property from the elements and adequate security.

Item 326 ***Right to Audit by DOD***

By filing rates in response to this solicitation, the Transportation Service Provider agrees SDDC, or other appropriate Government agencies, shall have the audit and inspection rights for any purposes described as follows:

a. Costs: The right to examine Transportation Service Provider "Financial Records", documents, and other evidence, (collectively "Financial Records") 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. These Financial Records will be provided by the TSP at no additional cost to the Government. SFR submitted by TSPs will include cost associated with these audits and the submission of the Financial Records. Such right of examination shall include inspection at a reasonable time, at the Transportation Service Provider's place of business, or such parts thereof, as may be engaged in the performance of the solicitation.

b. Cost Data Elements: If the Transportation Service Provider submits cost or pricing data in connection with the prices offered in the solicitation or any change or modification thereto, SDDC, or its designated Government representatives, shall have the right to examine all financial records, documents, and other such Transportation Service Provider 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 327 ***Right to Audit by Comptroller General***

The Comptroller General of the United States or its designated Government representatives may have access to and the right to directly examine pertinent books, papers, documents, and records

(collectively "Financial Records") of the Transportation Service Provider involving transactions related to the solicitation for any lawful purpose until 3 years after final payment of any PPGBL under these rates. These Financial Records will be provided by the TSP at no additional cost to the Government. SFR submitted by TSPs will include cost associated with these audits and the submission of these Financial Records. The periods of access and examination of records relating to litigation or settlement of claims rising from the performance of the Transportation Service Provider, or costs and expenses of these rates to which exception has been taken by the Comptroller General or its representatives, shall continue until such appeals, litigation, or claims have been settled.

Item 328 **Intra-Theater Tenders**

Intra-theater tenders will not be utilized for over ocean transportation to/from ports within CONUS or moving within an overseas theater unless prior approval is provided, this approval would be granted on a case by case basis for emergency services only. You may view intra-theater tenders on SDDC's Website at www.SDDC.army.mil or www.SDDC.gov (exception Pacific, there are no intra-theater pacific rates at this time).

Item 329 **Toll Free Number**
(For Service Member Use Only)

Transportation Service Provider agrees to provide a toll free number for customer inquires and problem resolution during any phase of the move. If toll free capability is not available, the Transportation Service Provider shall accept collect calls. The number shall be operational 24 hours a day, seven (7) days a week; however as a minimum, it must be manned during normal business hours for the area in which the toll free number is established. A type of recorder, beeper, answering service, Internet e-mail capability or other electronic device may be used for hours other then specified. Knowledgeable personnel representing the Transportation Service Provider must acknowledge and respond to the customer's concerns within 24 hours from the customer's initial call if received Monday through Friday and by close of business the following workday for calls/inquires received by the Transportation Service Provider on Saturdays, Sundays, or legal (officially declared national) holidays. The Transportation Service Provider is required to provide to the customer the toll free number and other means of contact information by the shipment pick up date. The Transportation Service Provider may furnish this information to the member directly or through their local agent. This provision is an independent requirement; therefore, any cost associated with this requirement shall be included as part of the Transportation Service Provider's proposed rates. As an independent requirement, this provision shall not be construed in any way to be inclusive of any other provision of this solicitation, including item 532.

Item 330 **Shipment Terminations**

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 the facility of an origin/destination agent or port agent due to:

(1) Nonpayment of charges by the ITGBL Transportation Service Provider, whereby the shipment is being detained by the ocean or motor Transportation Service Provider either aboard a vessel or within an ocean or motor terminal.

(2) Nonpayment of port agent's fees and/or charges by a Transportation Service Provider, whereby the shipment is being detained at a port agent's facility by a port agent.

(3) Detention of a shipment by an origin/destination local agent for any reason relative to Transportation Service Provider/agent disputes.

(4) Non-traceable or non-available documentation attributable to the fault of the Transportation Service Provider or its agents.

(5) Port congestion arising from the inability of the port agent and/or Transportation Service Provider to book and clear shipments in a timely manner.

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

c. In any of the above or similar instances whereby the Transportation Service Provider cannot meet performance standards, the Government may terminate the shipment, obtain release of the shipment from the agent, port agent, ocean or motor Transportation Service Provider, as applicable, and at its option, pay any charges necessary to release the shipment, and initiate action for setoff of expenses incurred by the Government in excess to those which would have been incurred if the Transportation Service Provider had maintained total through movement of the shipment. The Transportation Service Provider will be paid up to the point of termination in accordance with rates and charges contained in this solicitation. Original Transportation Service Provider's containers will be made available to original Transportation Service Provider by the new Transportation Service Provider at destination.

d. In the case of port agents, all DOD HHG and UB shipments must be identified on ocean bill of lading/manifests as DOD-sponsored property subject to release to DOD upon demand. This will be reduced to a written binding agreement between the Transportation Service Provider and its agent. In any case of shipment terminations, liability limits are as described in Item 410.

Item 331 ***Excess Cost***

To enable DOD to collect excess costs incurred due to Transportation Service Providers/forwarders defaulting on shipments contained in the pipeline, Transportation Service Providers assuming the onward movement will maintain records of all excess costs including demurrage, storage, etc., over and above those normally associated with a shipment. Transportation Service Providers will report such costs to SDDC, ATTN: SDDC-PPP-PO, for further notification to the finance centers and the General Services Administration.

Item 332 ***Rate Verification***

Transportation Service Providers/agents are required to verify their rates, as shown in block 31 of the PPGBL, upon receipt and prior to performing any services. If the rate on the PPGBL does not agree with the tendered rate of the Transportation Service Provider, then the Transportation Service Provider/agent will notify the PPSO immediately by telephone. The PPSO is responsible for verifying the destination rate area, Transportation Service Provider's rate, cancellation listing, etc., to determine discrepancy. At no time will the Transportation Service Provider perform any services until PPSO and

Transportation Service Provider are in agreement of rate. Transportation Service Providers will notify SDCC, ATTN: SDDC-PPP-PO, if PPSOs fail to provide PPGBL in a timely manner.

Item 333 ***Worldwide Nonuse Actions***

a. When a Transportation Service Provider is placed in worldwide nonuse, SDDC-PPP-PO will, at the discretion of the Commander, SDDC, issue a special solicitation for rates in accordance with Chapter VIII. PPSOs and area commands will inspect local and port agent facilities, located in their area of responsibility, for shipments of subject Transportation Service Provider still on hand and will be responsible for the termination of these shipments and arranging alternate transportation to final destination.

b. Detailed procedures for processing frustrated shipments are contained in DOD 4500.9-R, DTR.

Item 334 ***Payment of Debt***

Should SDDC be advised a Transportation Service Provider filing rates, under the terms of this solicitation, has failed to comply with the terms of an arrangement entered into between the Transportation Service Provider and an agency of the Federal Claims Collection Act of 1966 relating to transportation services, SDDC may place this Transportation Service Provider in nonuse or disqualification status until such time as the arrangement entered into by the Transportation Service Provider has been complied with.

Item 335 ***Intra-theater Pacific Rates***

Code T HHG originating at Australian APOEs for Pacific intra-theater movement should not transit CONUS. Shipment will be routed to Hickam AFB, Hawaii, for onward movement to the destination APOD, via AMC airlift. Should shipments be short loaded at CONUS port, movement will be via AMC opportune airlift or via surface transportation at TWCF (Transportation Working Capital Fund) expense. Should ITGBL Transportation Service Provider be required to move shipment between CONUS ports, compensation will be made under provisions of Item 528, Use of Alternate Ports Code 5 and Code T Shipments**.** SDDC Personal Property Office – Pacific will be contacted on any clarifications concerning this item

Item 336 **Full Replacement Value**

Transportation Service Provider agrees to provide requirements for specific information to the member such as address to mail claim, phone numbers for information on claim, time periods to file claim, and possible repercussions if the time frames are not met, who to contact to have estimates done on damaged items, and all forms as required to file their claims directly with the TSP under the provisions for full replacement value protection. As an independent requirement, this provision shall not be construed in any way to be inclusive of any other provision of this solicitation.

Item 337 **Required Numbers**

Each Transportation Service Provider participating in the ITGBL program will maintain a facsimile number for purposes of tracings, shipment notification of changes, etc. SDDC, ATTN**: SDDCPPP-PO**, will be notified immediately of any change in number.

Item 338 ***Port Contract Facilities***

Transportation Service Provider's Code 5 SFR will include pickup and delivery of containers positioned at port contractor's facility if facility is located within 50 miles of the designated port. For example, at the military ocean terminal in Seattle, Washington, shipments may be line hauled to port contractor's facility in Kent, Washington, (approximately 26 miles from Seattle), or to Tacoma, Washington, (approximately 31 miles from Seattle). This line haul should be included in the SFR.

Item 339 ***Reserved for Future Use***

Item 340 ***Packing Privately Owned Firearms (POFs)***

a. All privately-owned firearms (POFs) will be placed in a number 1 external shipping container and positioned so that they are readily accessible for examination by customs officials, when required, and the container closed and sealed at member's residence.

b. Transportation Service Providers must comply with the following provisions of Public Law 103-159, Brady Handgun Violence Protection Act:

(1) Marking the outside of any package, luggage, or other container indicating that the package contains a firearm is prohibited. This does not exclude attaching documentation in a sealed envelope to a box/container of household goods.

(2) Written acknowledgement of receipt from the recipient of any package containing a firearm is required. Signatures can be on a bill of lading, inventory, or Transportation Service Provider-generated receipt. Signatures are only required at the time of delivery, i.e., not required at in transit points as shipments move between Transportation Service Providers and agents.

(3) The above provisions only apply when shipments are moving within the United States.

CHAPTER IV - TERMS, CONDITIONS, & RULES

Item 400 ***Purpose***

This chapter contains information on the terms, conditions, and rules the Transportation Service Providers agree to adhere to for participation in the ITGBL program. By the filing of rates, Transportation Service Providers verify they will adhere to the terms, conditions, rules, and accessorial rates and charges contained in this solicitation.

Item 401 ***Reserved for Future Use***

Item 402 ***Application of Solicitation***

a. This solicitation is applicable to shipments transported for the account of the Department of Defense including the Army, Air Force, and Navy Exchange Services, and the U.S. Coast Guard; herein called the Government. It applies on the transportation of personal property between rate areas within CONUS (excluding Hawaii) on the one hand, overseas rate areas (including Hawaii) on the other, and between rate areas within overseas (inter-theater/intra-theater) commands. It also applies to the movement of UB between rate areas within CONUS and Alaska.

b. Provisions of this solicitation, including any applicable accessorial rates and charges, apply with the transportation SFR filed with SDDC for the account of the Government. The Transportation Service Provider's effective rate on file on the pick up date is applicable.

c. Unless otherwise stated, all rates and charges are expressed in U.S. dollars and cents per hundredweight.

Item 403 ***Minimum Weight***

The transportation SFR, and all other charges based on weight, are based on the weight of the shipment with the following minimums:

a. HHG - 500 pounds net.

b. UB - 100 pounds gross.

Item 404 ***Determination of Weight***

a. Weighing Requirement: Transportation Service Providers will determine the weight of each shipment transported prior to the assessment of any charges depending on the shipment weight. Except as otherwise provided in this item, the weight shall be obtained on a scale meeting the definition of a certified scale as provided in 49 CFR 375.1(b)(4).

b. Weighing Procedures – HHG:

(1) Except as otherwise provided herein, the weight of each shipment will be obtained by determining the difference between the tare weight of the vehicle on which the shipment is to be loaded prior to the loading and the gross weight of the same vehicle after the shipment is loaded, the gross weight of the same

vehicle after the shipment is loaded, or the gross weight of the vehicle with the shipment loaded and the tare weight of the same vehicle after the shipment is unloaded.

(2) At the time of both weightings, the vehicle will have installed or loaded all pads, dollies, hand trucks, ramps, and other equipment required in the transportation of each shipment. Neither the driver nor any other persons shall be on the vehicle at the time of either weighing.

(3) The fuel tanks on the vehicle will be full at the time of each weighing or, in the alternative, no fuel may be added between the two weightings when the tare weighing is the first weighing performed.

(4) The trailer of a tractor-trailer vehicle combination may be detached from the tractor and the trailer weighed separately at each weighing providing the length of the scale platform is adequate to accommodate and support the entire trailer at one time.

(5) Shipments may be weighed on a certified platform or warehouse scale prior to loading for transportation or subsequent to unloading. For containerized shipments, containers may be weighed independently.

(6) The net weight of shipments transported in containers will be the difference between the tare weight of the empty container and the gross weight of the packed container.

(7) The shipper or any other person responsible for payment of the freight charges will have the right to observe all weightings of the shipment. The Transportation Service Provider must advise the shipper, or any other person entitled to observe the weightings, of the time and specific location where each weighing will be performed and must give that person a reasonable opportunity to be present to observe the weightings. Waiver by a shipper of the right to observe any weighing or reweighing is permitted and does not affect any rights of the shipper under these regulations or otherwise.

(8) If authorized by the PPSO, Transportation Service Providers may use Government scales to determine the gross, tare, and net weight of shipments not originating on Government installations. When requested by the PPSO, Government scales will be used to weigh or reweigh shipments originating or terminating at Government installations where such scales are available.

c. Weight Tickets: The Transportation Service Provider will obtain a separate weight ticket for each weighing required under this item except when both weightings are performed on the same scale; one weight ticket may be used to record both weightings. Every weight ticket must be signed by the person performing the weighing and must contain the following minimum information:

(1) The complete name and location of the scale.

(2) The date of each weighing.

(3) Identification of the weight entries thereon as being the tare, gross, and/or net weights.

(4) The company or Transportation Service Provider identification of the vehicle.

(5) The last name of the shipper as it appears on the PPGBL.

(6) The Transportation Service Provider shipment registration or PPGBL number.

(7) The original weight ticket or tickets relating to the determination of the weight of a shipment must be retained by the Transportation Service Provider as part of the file on the shipment. All freight bills presented to collect any shipment charges dependent on the weight transported must be accompanied by true copies of all weight tickets obtained in the determination of the shipment weight.

d. Reweighing of Shipments: Before the actual commencement of the unloading of the shipment weighed at origin and after the shipper is informed of the billing weight and total charges, the shipper may request a reweigh. The lower of the two weights should be used to determine charges.

e. Weighing Procedures – UB: The gross weight will be used in determining charges on the transportation SFR and all other charges based on weight. The gross weight will be determined by scale weight, except where an adequate scale is not available at origin or at destination (when physically delivered to destination transportation officer). In such instances, a constructive weight based upon eleven (11) pounds per cubic foot shall be used in determining the applicable charges when authorized by the PPSO.

f. Weighing Procedures – Professional Books, Papers, and Equipment (PBP&E): When PBP&E are included as part of the shipment, the weight of such articles will be annotated separately on the PPGBL; the weight may be obtained using bathroom or platform-type scales. In the event scales are not readily available, a constructive weight of 40 pounds per cubic foot may be used. When a constructive weight is used for PBP&E, the symbol I will be inserted by the Transportation Service Provider/agent after the weight to indicate a constructive weight was used.

Item 405 ***Governing Regulations***

a.ITGBL shipments made under this solicitation are subject to the terms and conditions of the PPGBL, the rules and regulations contained herein, and the Transportation Service Provider Tender of Service on file with SDDC. Where rates or other services are based on mileage, the distance or mileage computations shall be those provided in the Defense Table of Official Distances (DTOD).

b. Transportation Service Provider will not render, nor will the Government pay for, any service not authorized herein; EXCEPT when a specific service beyond the scope of this solicitation is ordered by the PPSO. Such service(s) will be authorized in writing with the charge(s) agreed thereto and certified by the PPSO on the Government bill of lading or the DD Form 619.

Item 406 ***Commodity Descriptions***

The description of property to which rates, rules, and regulations apply is the class of property designated by the Interstate Commerce Commission in Ex Parte No. MC-19 as a commodity under the following commodity descriptions:

a.Household Goods: The term “household goods” means furniture, furnishings, boats, or equipment; clothing, baggage, personal effects, professional books, papers, and equipment; and all other personal property associated with the home and person.

b. Unaccompanied Baggage: The term “unaccompanied baggage” means the portion of a member’s prescribed weight allowance of personal property including professional books, papers, and equipment, normally shipped separately from the bulk of personal property designated as such on the member’s application for shipment.

Item 407 ***Description of Codes of Service***

a. Code 3 – International Door-to-Door Container: Movement of HHG in Type II SDDC-approved containers whereby a Transportation Service Provider provides origin services, linehaul service from origin residence to a commercial ocean terminal, ocean transportation (using SDDC Operations Center negotiated rates to a commercial port of discharge), linehaul to destination residence, and destination services.

b. Code 4 – International Door-to-Door Container: Movement of HHG in containers whereby a Transportation Service Provider provides complete through service from origin residence to the destination residence over land and/or ocean means.

c. Code 5 – International Door-to-Door Container Government Ocean Transportation: Movement of HHG in containers whereby a Transportation Service Provider provides complete through service from origin residence to the destination residence, EXCEPT the Government provides ocean (SDDC Operations Center) transportation via designated military ocean terminals.

d. Code 6 – International Door-to-Door Air Container: Movement of HHG in containers whereby the Transportation Service Provider provides complete through service from origin residence to destination residence and commercial air transportation.

e. Code 7 – International Land-Water-Land Baggage: The movement of UB whereby a Transportation Service Provider provides packing and pickup at origin, surface transportation to final delivery point, and cutting of the banding and opening of the box(es) when delivery to residence is completed. When unpacking services are ordered, see Chapter V.

f. Code 8 – International Land-Air-Land Baggage: The movement of UB whereby a Transportation Service Provider provides packing and pickup at origin, surface transportation to a commercial aerial port, commercial air transportation to a destination aerial port, surface transportation to final delivery point, and cutting the banding and opening of the box(es) when delivery to residence is completed. When unpacking services are ordered, see Chapter V.

g. Code J – Land-Air(AMC)-Land Baggage: The movement of UB whereby a Transportation Service Provider provides packing and pickup at origin, surface transportation to the designated AMC aerial port, surface transportation from a designated aerial port or receipt of property from the Theater Shipping and Consolidation Point (TSCP) to final delivery point, and cutting of the banding and opening of the box(es) when delivery to residence is completed. AMC will provide origin and destination terminal services and air transportation between aerial ports. The TCSP will provide transportation to the designated Port Agent in the overseas area when this option is utilized. When unpacking services are ordered, see Chapter V. Additional requirements included in specific terms and conditions for Code J shipments are in Chapter XI.

h. Code T – International Door-to-Door Container (AMC): Movement of HHG in containers whereby a Transportation Service Provider provides complete through service from origin residence to the destination residence except the Government provides air (AMC) transportation via designated military airports.

Item 408 ***Designation of Overseas Theater Command Areas***

For rate-making purposes only, the rate areas listed below are considered components of the named commands. Rates filed with SDDC to apply between rate areas within the same overseas theater are intra-theater rates. Rates filed with SDDC to apply from a rate area in one theater to a rate area in another theater are inter-theater rates.

Rate areas under the jurisdiction of the SDDC Personal Property Office-Europe are:

Algeria	Egypt	Luxembourg	Scotland
Azores	Ethiopia	Malta	Spain
Bahrain	France	Morocco	Sweden
Belgium	Germany	Netherlands	Switzerland
Crete	Ireland	Norway	Turkey
Cyprus	Israel	Portugal	United Kingdom
Denmark	Italy	Saudi Arabia	

Rate areas under the jurisdiction of the SDDC are:

Alaska	Iceland
Barbados	Mexico
Canada	Puerto Rico

Rate areas under the jurisdiction of the SDDC Personal Property Office-Pacific area:

American Samoa	Guam	Laos	Samoa
Australia	Hawaii	Malaysia	Singapore
Bangladesh	Hong Kong	Mongolia	Sri Lanka
Burma	India	Nepal	Taiwan
Cambodia	Indonesia	New Zealand	Thailand
China	Japan	Okinawa	Vietnam
Fiji	Korea	Philippines	

Rate areas under the jurisdiction of the Southern Command are:

Argentina	Columbia	Honduras	Uruguay
Belize	Costa Rica	Nicaragua	Venezuela
Bolivia	Ecuador	Panama	Brazil
El Salvador	Paraguay	Chile	Guatemala
Peru			

Rate areas under the jurisdiction of the U. S. Forces Caribbean Command are:

Dominican Republic

Item 409 ***Transportation Service Provider's Individual ITGBL Manual Rate Tenders***

Where reference is made to this solicitation in the Transportation Service Provider's manual Uniform Tender of Rates and/or Charges for Transportation Services, the following abbreviated descriptions may be used and will apply as described in Item 407.

HHG (Code 3)
HHG (Code 4)
HHG (Code 5)
HHG (Code 6)
HHG (Code T)
UB (Code 7)
UB (Code 8)
UB (Code J)

Item 410 ***Liability***

a. Liability Limits for Loss or Damage

The TSP is liable to the owner, or to the military service that contracted for the shipment, for loss or damage that occurs to the owner's personal property while it is in the custody of the TSP, or of any agent, employee, or subcontractor of the TSP. 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), except as otherwise provided in this Tender.

b. If a claim is filed directly with the TSP within nine months of delivery, then the TSP's maximum liability on each household goods (HHG) and unaccompanied baggage (UB) shipment will be:

(1) $5,000 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, whichever is greater.

c. On all other loss and damage claims asserted against the TSP, the TSP's maximum liability will be limited to $1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds.

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

e. For the purposes of meeting the nine month filing deadline to qualify for FRV on shipments for which more than one TSP had custody of the goods in transit (e.g. Code 3), filing a claim with the delivery TSP will satisfy the requirement for all TSPs and warehouses in the chain of custody.

f. Full Replacement Value (FRV) Liability

(1) When the owner files a claim with the TSP as indicated in Item 413, within nine (9) months of delivery, the TSP is liable for the Full Replacement Value (FRV) of any lost or destroyed items.

(2) If an owner submits a claim to a Military Claims Office (MCO) within nine (9) months of delivery but wants it to be forwarded to the carrier for settlement, the claim will be forwarded within 9 months of delivery and within 30 days of receipt by the MCO. If the TSP receives such a claim that has been forwarded by a MCO within nine months of delivery, the TSP will be liable for the full replacement value. If the TSP receives such a claim from a MCO more than nine months after delivery, but it is postmarked or electronically transmitted within nine months of the delivery date, then the TSP will treat the claim as if it had been filed directly with the TSP within nine months and the TSP will be liable for full replacement value protection. On these claims, the TSP's liability is as follows:

(a) For items that are damaged but not destroyed, the TSP will, at its option, either repair the items to the extent necessary to restore them to their condition when received by the TSP, or pay the claimant for the cost of such repairs.

(b) For most items that are destroyed (i.e., the repair cost exceeds replacement cost) or lost, the TSP 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 TSP 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 qualities and features. However, for lost or destroyed items that are parts of sets, such as a silver service, crystal glasses, or china, the TSP may replace the lost item with a like item that matches the rest of the set. Likewise, some 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, cannot be properly replaced with new items because their value is based, in part, on the fact that they are no longer made and are no longer available for purchase as new items. For this type of item, the TSP may replace the lost or destroyed item with the same or comparable item or pay the replacement cost of the item.

(c) When FRV applies to a shipment that includes one or more motor vehicles (automobiles, vans, pickup trucks, motorcycles or sport utility vehicles), the TSP's maximum liability for the vehicles shall 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 TSP has obtained an appraisal of the vehicle from a qualified appraiser, settlement will be based on the appraised value rather than the book value.

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

(e) The owner may reject a payment or item offered by the TSP to settle a claim. If an owner files a claim with the TSP within nine (9) months of delivery, but fails to settle the claim directly with the TSP, the owner/consignee may transfer his claim to a MCO subject to the limitation of Item 413. In those cases where transfers have occurred, the TSP shall not have the option to repair or replace items in kind, but must pay to the MCO the repair cost or undepreciated replacement cost of a new item, whichever is less. If the TSP can show that they offered the owner a replacement item of comparable or better quality than the item lost, the TSPs 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.

(f) Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the TSP is not required to pay shipping charges and/or sales tax in excess of $10 on a claim until it receives proof that the charges and taxes were actually paid.

g. Actual Value (Depreciated) Liability

(1) If the owner files a claim directly with the TSP more than nine months after delivery, the TSP is liable for the depreciated value of the items only up to a maximum of $1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment, or a lump sum declared on the bill of lading by the owner or shipper before packing commences, which ever is greater. Liability will be as follows:

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

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

b. If the owner files a claim directly with a MCO, and does not want to file with the TSP for settlement, the military will adjudicate the claim pursuant to statutory and regulatory guidance. The MCO may then assert a recovery claim against the TSP. The TSP, 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 TSP 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, or a higher lump sum that was declared on the bill of lading before packing commenced.

c. In settling claims for the depreciated replacement cost of an item, the MCO and TSP will use the Joint Military-Industry Depreciation Guide, for those items that are listed on the guide. The MCO and TSP 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 shall 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 Joint Military –Industry Depreciation Guide.

d. Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the TSP is not required to pay shipping charges and/or sales tax in excess of $10 on a claim until it receives proof that the charges and taxes were actually paid.

h. Exclusions from Liability

(1) The TSP shall be liable for physical loss or damage to any article that occurs while being carried or held in Storage-in-Transit (SIT) EXCEPT loss or damage caused by or resulting from the following:

(a) From an act or omission of the owner

(b) From defect or inherent vice of the article

(c) 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;

(d) 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;

(e) 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,

(f) From Acts of God (also known as acts of Nature)

(g) 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 TSP.

(h) From loss or damage that occurs prior to release to the TSP while the goods are in the possession of a non-temporary storage (NTS) contractor, or of a SIT contractor under an unrelated shipment of the goods. When a shipment is released from NTS or SIT under another TSP's control, the new TSP shall not be 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 that was prepared by the original contractor or TSP. However, the TSP will be liable for items packed in cartons, if the carton is listed on the inventory, unless the TSP can produce evidence to shift liability back to a prior handler and the item claimed bears a reasonable relationship to the contents of the carton listed on the inventory. If it does not bear a reasonable relationship, the TSP is not liable, but the NTS contractor may be liable.

(i) The TSP shall not be liable for intangible property, securities, nor for the sentimental value of an item.

(j) The TSP shall not be liable for pre-existing damage.

(2) The exclusions listed above will not apply if the TSP's own negligence significantly contributed to the loss. However, if the TSP, after giving electronic notice to the appropriate government transportation office, or electronic or written notice to the owner, of a potential risk of loss 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 TSP shall not be liable for the loss attributed to the risk.

i. Duty to Mitigate Loss

If a loss or damage occurs to a shipment from one of the excluded causes listed in this Item, the TSP 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 TSP, as soon as practical, should 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 transportation office may direct the TSP to undertake specific mitigation work, or may authorize payment for mitigation work, subject to later determination of whether the government or the TSP will be liable for the cost. The cost of any such mitigation efforts that are not paid for by the government will be deducted from the TSP's maximum liability for loss or damage stated in this above.

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

The TSP's liability under the bill of lading for a shipment in SIT shall terminate when SIT terminates, in accordance with Item 427.

k. High Value Items and High Risk Inventories

(1) 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 per pound. For purposes of determining the TSP's liability, all such items shall 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 will be considered a high value item.

(2) The contractor's liability for high value items shall be limited to $100 per pound of the article, if the owner fails to inform the TSP that such items are included in the shipment after the contractor asks the owner, in writing, to list any such 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 TSP may use a separate high-risk inventory. Items such as CD's, 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.

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

(a) 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.

(b) 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, he or she may never claim that the item was missing with either the TSP or with a MCO.

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

l. Shared Liability on International Shipments Transported on Military Aircraft or Vessels

(a) On some international shipments, the government requires the TSP to use Air Mobility Command aircraft or a vessel operating under a Voluntary Intermodal Shipping Agreement to transport the shipment for part of the journey (i.e. code 5, code T, or code J shipment).

(b) TSPs are relieved of liability for loss or damage on these shipments when the TSP can reasonably establish that the loss or damage occurred while the shipment was in the custody and control of the Government. If a TSP receives a claim directly from the owner, and all of the loss occurred while the goods were in the custody of the government, the TSP will deny liability and advise the owner to file a claim with the appropriate MCO. If only part of the loss or damage occurred while the shipment was in the custody of the government, the TSP will settle those portions of the claim for which it is liable and refer the owner to the MCO for the payment on the rest of the claim.

(c) Where it is evident that the loss or damage occurred while the property was in the possession of the TSP, the TSP will be responsible to the full extent of its normal liability.

(d) If the time and place of the loss or damage to this type of shipment cannot be clearly established, and if the owner submits a claim directly with the TSP, the TSP will pay the owner the full amount of the loss, not to exceed twice the TSP's maximum liability on the shipment. The TSP will then forward a request for payment of 50% of the settlement to the MCO designated by each military service, supported by a copy of the completed claim. The MCO will pay 50% of the settlement, but not more than 100% of the depreciated replacement cost, to the TSP within 30 days of receipt of the request, provided the claimant/owner was a proper claimant under the Military Personnel and Civilian Employees Claims Act, and the claim was timely filed.

(e) If the time and place of the loss or damage to this type of shipment cannot be clearly established, and the owner files a timely claim directly with a MCO, the military will pay the owner. The MCO will then assert a recovery claim against the TSP for only 50% of the loss, not to exceed the TSP's maximum liability. The government will accept this compromise settlement of its recovery claim, if the TSP accepts and agrees to pay that amount within 60 days of receipt of the demand. In the event the TSP does not accept the MCO's adjudication of a claim in this category or does not accept and agree to pay within 60 days, then normal negotiating procedures will apply and the 50% compromise agreement will not be acceptable.

m. Liability on Code 3 Shipments

(1) Transportation Service Provider liability for Code 3 shipments is $4.00 times the net shipment weight up to a maximum of $50,000, The minimum liability of for each shipment is $5,000. The terms, conditions, and rules contained in Item 410 apply. Ocean Transportation Service Provider liability is outlined in the SDDC Operations Center USC Contract at W81GYE-06-D-XXXX, page 53, Maritime Clause. International Transportation Service Providers need to consider any differences in their liability of $4.00times the net shipment weight and the ocean Transportation Service Provider liability. Claims costs should be included in Code 3 rate submissions.

(2) If goods have been in the custody of one or more TSPs or a warehouse that are not agents of the delivering TSP (e.g. Code 3 shipments,), then the nine month limit for obtaining FRV and the two year limit for filing the claim are met for all TSPs and warehouses in the chain of custody, if the claim is filed with the delivering TSP within the nine month or two year time limit. If the delivering TSP believes that some of the

loss or damage occurred while the goods where in the custody of a prior TSP or warehouse, then the delivering TSP must forward the claim to the prior TSP with the documents or other evidence that establish the prior TS's or warehouse's liability. The delivering TSP must also advise the claimant of the date the claim was forwarded, the items for which the delivery TSP is denying liability and the address of the prior TSP or warehouse to which the claim was forwarded. Filing with the delivery TSP will also satisfy any requirement for all TSPs and warehouses in the chain of custody that a claim must be filed directly with a TSP to entitle the claimant to settlement on the basis of FRV.

(3) Except as otherwise provided in the Tender of Service, Appendix B, DTR Part IV, and this solicitation, the TSP's legal liability for loss or damage to goods will be the same as set forth in the Carmack Amendment to the Interstate Commerce Act(Title 49, US Code, Section 17706).

n. Time Limitations on Liability for Loss and Damage Claims

(1) The TSP or contractor will not be liable for loss or damage unless the owner files a timely claim directly with the TSP or contractor or with a MCO under the Military Personnel and Civilian Employees Claims Act (MPCECA) within two years of the delivery of the shipment that included the loss or damaged items. For purposes of timely filing with the TSP/ 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.

(2) When the owner files a claim with the TSP or contractor within nine (9) months of delivery, the TSP or contractor is liable for the Full Replacement Value (FRV) of any loss or damage items subject to the maximum liability listed in section 2.1..

(3) For the purpose of the two-year limit for filing directly with the TSP or contractor, if a claim for loss 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 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 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 TSP or contractor.

(4) If the owner files a claim with a MCO, the TSP or contractor will not be liable to the government on a recovery claim if the government does not dispatch a written demand on the TSP or contractor within four years of delivery. This four-year period will be extended by any period granted under Time Limitations on TSP or Contractors Liability for Loss and Damage Claims. If the government does dispatch a written demand on the TSP or contractor within four years of delivery, the government will have the normal six years specified in Title 28, United States Code, Section 2415, to resolve the claim or file suit.

(5) If an owner files a claim directly with the TSP or contractor and then receives written notice from the TSP or 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 TSP or contractor within four years of delivery, including any extended period in Time Limitations on TSP or Contractors Liability for Loss and Damage Claims, or Member's suit is not instituted within two years of receipt of the written notice, then the TSP or contractor shall not be liable for any part of the claim that was denied in the notice.

(6) In summary, the specific timeline and steps for filing a claim are as follows:

(a) At delivery: Owner and TSP/ contractor will review then sign the DD1840 if there is any Loss or Damage evident at the time of delivery.

(b) Within 75 days of Delivery: Owner must submit the Notice of Loss and Damage – DD1840R to the TSP/contractor.

(c) ithin 9 months of delivery: Owner must file complete claim information to the TSP/contractor for settlement to be eligible for Full Replacement Value

(d) If a claim is not completely settled after 30 days, claimants may transfer the claim to the appropriate MCO. However, claimants may transfer a claim immediately, and still be eligible for FRV, *under the conditions in Item 413, paragraph d (1).*

(e) Within 2 years of delivery: Owner has the right to file their claim up to 2 years from delivery. If the claim is filed after 9 months from delivery but before 2 years from delivery, the owner is only entitled to depreciated value of the items as per these business rules.

Item 411 ***Item Liable to Cause Damage***

The following will not be accepted for shipment by the Transportation Service Provider:

a. Property whose inherent nature is liable to impregnate, contaminate, or otherwise cause damage to other property or equipment.

b. Items which cannot be taken from or delivered to the premises without damage to the items or the premises.

Item 412 ***Inspection of Articles***

When a Transportation Service Provider or its agent believes it necessary to inspect the contents of a package, it shall make or cause such inspection to be made or require other sufficient evidence to determine the actual contents of the property.

Item 413 ***Claims for Loss and Damage***

a. The Transportation Service Provider shall not be liable for loss or damage when the Transportation Service Provider can reasonably establish such loss or damage occurred while the shipment was in the effective custody and control of the Government. Effective custody is defined herein to mean when a shipment is delivered to authorized representatives of the United States Government.

b. The United States Government (MSC, AMC, SDDC or other agency assuming effective custody) will be liable to the Transportation Service Provider for damage to or loss or destruction of containers due to negligence of the Government, reasonable wear and tear excepted.

c. When loss or damage occurs to a shipment transported jointly by a Transportation Service Provider and the Government (Codes 5, T, and J) and such loss or damage cannot be determined by the U.S. Government to be solely the responsibility of the Transportation Service Provider or the Government, the liability will be shared as described in Item 410.

d. Claims Filing

(1) Owners whose property is lost or damaged in transit and wish to file against the TSP must file their claims within two years of delivery of the shipment that gave rise to the claim. If the claimant submits the claim to the TSP within nine months of delivery, the TSP will be liable for the full, undepreciated replacement value on all lost or destroyed items, as specified in Item 410. If a claim is not completely settled after 30 days claimants may transfer the claim to the MCO. However, claimants may transfer a claim immediately, and still be eligible for FRV, upon:

(a) Notice that the TSP has made a final offer on the claim or denied it in full.

(b) Notification by SDDC that the TSP is in bankruptcy.

I Notification that the TSP has been placed in permanent, world-wide Non-Use status by SDDC.

(d) The TSPs failure to comply with the catastrophic loss provisions in Item 413, and as verified by the MCO.

(e) The TSPs failure to comply with essential items provisions in Item 413, and as verified by the MCO.

(2) For the purpose of filing with the TSP within two (2) years, if a claim for loss 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 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 frame 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. This same exception will apply to the nine (9) month filing period required to trigger the TSP liability for FRV. 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 TSP. If the TSP anticipates the denial of an extension, they may contact the appropriate Service Military Claims HQ for an advisory opinion.

(3) When an owner transfers a claim to the MCO, the MCO may contact the TSP using the 1-800 number or email address given the claimant, to determine if the TSP has already obtained any estimates. If the TSP has obtained estimates, the TSP will transmit them within 24 hours, or the next business day if notification occurs on a Friday or Saturday or the day before a holiday, by fax or electronic mail to the MCO. If the TSP has not already obtained estimates, the MCO may give the TSP until the next business day to decide if it will inspect and obtain estimates on those items requiring estimates, and make arrangements with the owner and repair firms for the estimates. If the TSP decides to inspect and obtain estimates, it will have until the second business day after it is contacted to obtain them unless the owner agrees to give it more time.

If the TSP is unable to obtain estimates within two business days of being contracted and the owner does not agree to give it more time to do so, then the MCO will proceed to adjudicate and settle the claim.

(4) The MCO may assert a demand against the TSP for TSPs liability as established under Item 410, Liability. The TSP will not be liable on such a recovery claim for payment on any items on which the TSP has already paid the owner, if the correspondence between the TSP and the owner lists the item as one on which payment is being made and clearly indicates that the prior payment was in full and final satisfaction of either the entire claim, or was in full and final satisfaction of the claim for the particular item.

(5) For purposes of qualifying for FRV and for meeting the two-year limit for filing claims directly with the TSP, a claim submitted directly by the owner to the TSP must be submitted within the relevant time period (nine months to be eligible for FRV or two years for depreciated value). The claim must identify the claimant; contain facts sufficient to identify the shipment or shipments involved; must assert a demand for a specific or determinable amount of money; and, must specify the extent of the loss and damage.

e. Exceptions to Filing Claims Directly with the TSP

Filing with the delivery TSP will satisfy the requirement for all TSPs and warehouses in the chain of

custody that a claim must be filed directly with a TSP to entitle the claimant to settlement on the basis of FRV. Exceptions to the requirement that the owner file directly with the TSP will be granted on a case-by-case basis, in writing, by the MCO. Exceptions to the requirement that the owner file directly with the TSP will be granted on a case-by-case basis, in writing, by the MCO. Some examples of exceptions are:

(1) No access to a telephone or fax machine.

(2) Claims for deceased owners (Bluebark) involving surviving family customers not familiar with the claims process.

(3) Language barriers in the claims filing process.

f. Substantiation of Claims:

(1) In addition to the minimum requirements needed to meet any timely filing requirements, claims must include additional information in order for the TSP to begin the settlement process. On all claims, this additional information will include any notices of concealed damages or loss that were found after the day of delivery, and not previously provided to TSP under (see Paragraph 1.4 below); sufficient information about the shipment to enable the TSP to locate its copy of the bill of lading, inventory; a description of each item that is lost; and a list of each item that is damaged stating the nature, location and extent of the damage. The description of items lost or damaged must also list the date of purchase of each item, the age of each item, if known, or, for items that were not purchased (e.g., gifts or bequests), the date the owner acquired the item, along with an estimate of the original purchase price or value at time of purchase/acquisition.

(2) For claims filed directly with the TSP or within nine months of delivery, the TSP is responsible for obtaining any repair estimates or replacement cost estimates that it may need to settle the claim. The TSP may request the assistance of the closest MCO to obtain the name of reputable repair firms. If the TSP is still unable to obtain a repair or replacement estimate on an item, the TSP may ask the owner to obtain the estimates, provided that the TSP agrees to pay all estimate fees and drayage costs that are incurred, even if the final settlement does not include payment for that item. If the owner is unable or unwilling to get the estimate(s), the TSP must adjudicate the claim without them based on the other evidence in the file. The owner must cooperate with any reasonable request from the TSP in making items available for repair or for repair estimates. If the owner does not cooperate, the TSP should seek assistance from the closest MCO of that owner's military service. If the owner still does not cooperate, the TSP may delay settlement on those items that need estimates until the owner makes the items available or deny payment on those items.

(3) For claims that are not filed within nine months of delivery, the owner must provide the TSP with repair and replacement estimates on any item(s) for which the amount claimed exceeds $100. (See Paragraph 1.6, Repair Estimates.), for rules on use of TSP estimates on claims filed with the military.

g. Internal Damage Rule. If the claim includes repair of internal damage to appliances or electronic items, and there is no new external damage to the item, the claim must be supported by additional substantiation regardless of the amount claimed. For these items, the claimant must submit both a written statement explaining how they know the item was working when tendered to the TSP, along with an estimate of repair that includes both an explanation of the damage and a statement by the repair technician as to their opinion of the cause of the damage. For claims filed directly with the TSP, the same information will be required to establish that the loss or damage occurred in transit. However, on those claims that are filed directly with the TSP within 9 months of delivery, the TSP will attempt to obtain the repair estimate, including the repair technician's opinion as to the source of damage, and will have the right to request assistance from the owner under the rules stated above in Paragraph 1.3 b.

h. Notice of Loss and Damage:

(1) Recording Loss or Damage. When unloading or unpacking articles at destination, the TSP will, in coordination with the owner, check the inventory prepared at origin and inspect each article for loss or damage. The TSP will, along with the owner record loss and damage on a DD Form 1840, Joint Statement of Loss or Damage at Delivery. The DD Form 1840 will indicate any differences in count and condition from that shown on the inventory prepared at origin and will be jointly signed by the TSP and the owner. For split shipments or partial deliveries, a DD Form 1840 will be completed whenever property is delivered to owner.

(2) The DD Form 1840 will be prepared in five copies by the TSP. The TSP will obtain a receipt by owner signature in the space provided on the form and provide the owner three copies of the DD Form 1840/1840R, Notice of Loss or Damage. The TSP will furnish the origin PPSO a completed copy of the form within 75 days after delivery. One copy of the form will be held in the TSP's files for further reference.

(3) Upon delivery of the HHG or UB, it is the joint responsibility of the TSP and the owner to record on the Joint Statement of Loss or Damage at Delivery (DD Form 1840) all loss and transit damage that is found at delivery. Later discovered loss or transit damage shall be listed on the Notice of Loss or Damage after Delivery DD Form 1840R. The TSP shall accept this form (DD Form 1840R), as overcoming the presumption of correctness of the delivery receipt, if it is transmitted or postmarked within 75 calendar days of delivery. Notice shall not be required if a claim is filed with the TSP within 75 days of delivery. Neither the DD Form 1840 or DD Form 1840R is conclusive; both can be rebutted by other evidence.

(4) If notice of loss or damage of HHG or UB is postmarked or transmitted to the TSP more than 75 calendar days after delivery, the loss or damage on that notice will be presumed not to have occurred while the goods were in the possession of the TSP unless there is good cause for the delay, as determined by the appropriate MCO. Good cause may include, but is not limited to, officially recognized absence or hospitalization of the owner during all or a portion of the period of 75 calendar days from the date of delivery. In case of recognized official absence, the appropriate Service MCO will provide the TSP with the proof of the officially recognized absence and the additional days granted shall not exceed the period of official absence.

(5) The TSP failure to provide the DD Form 1840/1840R to the owner and to have proof thereof will eliminate any requirement for notification to the TSP. Notice using the DD Form 1840/1840R is not required by the TSP in the case of major incidents requiring the TSP to notify the Military Surface Deployment and Distribution Command and appropriate PPSO of the incident. Such incidents include fire, pilferage, vandalism, and similar incidents that produce significant loss, damage, or delay.

(6) The inventory prepared at origin and delivery receipt is valid evidence that either the MCO or the TSP shall consider along with timely notification in determining whether or not a claimant has sustained loss and/or damage in the shipment. The service member will use the DD Form 1844 (List of Property and Claims Analysis Chart) when submitting a claim to the TSP or MCO. The DD Form 1844 can be found at DOD Forms Management Programs at this website:

http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm

or a copy can be obtained at your MCO.

h. Inspection by the TSP

(1) The TSP may inspect the damaged items at any time prior to settlement of the claim, but may not deny a claim solely on the basis that it was unable to inspect any item. If the owner has repaired an item before the TSP inspection, the owner must provide the repair bill or some other evidence of the damage and repair cost to the TSP. If the owner has disposed of a damaged item, he or she must give the TSP evidence that the item was damaged beyond economical repair.

(2) If, before a claim is filed, an owner calls the TSP and asks it to inspect, or give permission to dispose of items, the TSP will, within two business days of being contacted, notify the owner that either the items will be inspected or that the owner may dispose of the items. In such cases, if the TSP gives notice to inspect the items, TSP will do so within 45 calendar days of being contacted by the owner unless the owner grants a further extension.

(3) If the owner refuses to permit the TSP to inspect, the TSP shall contact the appropriate Service MCO and request assistance in arranging an inspection of the goods. If the owner causes a delay by refusing inspection, the TSP shall be provided with an equal number of days to perform the inspection/estimate (45 calendar days plus delay days caused by owner).

i. Substantiation of Claims – Repair Estimates

1. Responsible Party: The TSP will be responsible for paying for repair estimates it requires to process any and all claims that are filed with the TSP by the owner. The MCO will be responsible for paying for all repair estimates it requires to process and substantiate any and all claims that are filed with the MCO by the owner. The TSP is responsible for paying all estimates and associated fees presented by an MCO as a result of claims that were transferred to the MCO by the owner pursuant to Item 413 unless:

(a)The TSP previously provided a reasonable estimate, or

(b) The TSP previously offered to pay the owner a value that matches or exceeds the repair cost for all items on the estimate, or

(c) The item damaged is repairable and the TSP offered to repair it at no cost to the member, or

(d) The TSP previously offered to pay the replacement cost or to replace it in kind.

2. All estimates provided by the TSP must identify a repair firm that is willing and able to make the repair within a reasonable time, for the amount stated. The repair firm must be reputable, having a reputation for timely and satisfactory performance. All such estimates must be itemized.

3. If an MCO receives an itemized repair estimate from the TSP before a claim is settled, then the MCO will use that estimate provided that it is the lowest overall, and meets the criteria in paragraph 2, above. If the TSP's estimate is the lowest overall estimate and is not used, the MCO will advise the TSP in writing of the reason the lowest overall estimate was not used in determining the TSP's liability.

4. If the TSP sends the appropriate MCO a lower repair estimate after the recovery demand on the TSP has been dispatched to the TSP's home office, it will be considered in the TSP's recovery rebuttal or appeal process if lower than the estimate used by the MCO and if it establishes that the estimate submitted by the owner was unreasonable in comparison with the market price in the area or that the price was unreasonable in relation to the value of the goods prior to being damaged.

5. If a TSP has made an inspection/estimate based upon the DD Form 1840-R and the owner subsequently updates the notice, the TSP is authorized to make an additional inspection/estimate. The TSP will contact the MCO to determine if it will authorize a deduction of $75.00 or actual inspection cost, if less, from the TSP's liability for performing the second inspection/estimate.

6. The TSP is required to ensure that qualified repair firms and subcontractors perform the repairs and they must provide the name of the repair firm that will be doing the work, if requested by either the MCO or the owner.

j. Settlement of Loss and Damage Claims

(1) On loss and damage claims, the TSP shall pay, deny, or make an offer within 60 days of receipt of a complete, substantiated claim.

(2) The TSP will complete payment to the claimant within 30 days of receipt of notice that the claimant has accepted a full or partial settlement.

(3) In those cases where more than one independent TSP or warehouse may be responsible for the loss, the TSP or warehouse that receives a claim from the delivery TSP, the 60 day period for payment, denial or a final written offer will begin on receipt of the claim from the delivery TSP, not on the date that the delivery TSP originally received the claim.

k. Partial Settlements. The owner cannot reach a mutually acceptable settlement directly with the TSP on part of his or her claim, the owner can accept payment from the TSP on those items on which the owner and TSP have reached agreement. If the owner elects to accept partial settlement, the TSP may pay the owner on the items on which they have reached an agreement. The owner may transfer any unsettled portions of their claim to a MCO. The MCO may assert a recovery demand on the TSP. The TSP will not be liable on such a recovery claim for payment on any items on which the TSP has already paid the owner, if the correspondence between the TSP and the owner lists the item as one on which payment is being made and clearly indicates that the prior payment was in full and final satisfaction of either the entire claim, or was in full and final satisfaction of the claim for the particular item.

l. Quick Claim Settlement

TSPs may establish a quick claim settlement procedure to quickly resolve and pay claims for minor loss or damage discovered at the time of delivery. Such procedures should cover payment for less than $500 with payment made within 5 days of delivery. The process of settling and paying such claims will be left to the discretion of each TSP. However, any small claim settlement agreement can contain only a limited release of liability and must specifically list the items and the damage for which payment is being made. Owners must be advised that they may still file claims for later discovered loss or damage. A copy of the settlement agreement must be made available to the appropriate MCO, on request. However, if the owner receives a “quick” claim settlement and then files an additional claim with the TSP, the owner must indicate in the claim that he received a quick claim settlement and he may not file an additional claim for any items that he settled through the quick claim process.

m. Salvage:

(1) To the extent not prohibited by law or agreement, the TSP is entitled to take possession of and sell for salvage any damaged item on which it has paid either the depreciated or undepreciated replacement cost, or replaced the damaged item with a new item.

(2) If the TSP pays a claimant the depreciated or undepreciated replacement cost of a lost item, and the lost item is subsequently located, the TSP must notify the Contracting Officer and Transportation Officer (TO) and the owner for instructions. The owner may then decide either to request or decline delivery of the item(s). If the owner elects to receive a found item, the owner must refund any amount paid on that item. If the owner declines delivery of the item, the TSP may retain the item(s) for salvage.

(3) If the TSP locates an item within 60 days of receipt of notice of the loss, and a claim on that item has not yet been paid, then the claimant will be obligated to accept delivery of the item in lieu of a claim, even if the owner has already replaced the item. In addition, if the TSP locates a lost item more than 60 days after receipt of notice of the loss, but the item has not been replaced, and a claim on the item has not been paid, then the claimant will be obligated to accept delivery of the item in lieu of a claim. If a lost item is later delivered with damage, the time limits for qualifying for FRV protection and for filing claims on that item will not commence until the delivery of that item. Not withstanding the above, any essential item(s), as

described in Essential Items, Paragraph (q), that a reasonable person would and has replaced promptly may be declined by the owner before the 60 day period has run. This provision applies only when:

(a) The item has been missing for at least seven (7) days from the date of delivery and the TSP has been notified pursuant to Essential Items, Paragraph (q).

(b) The item is necessary for daily life, such that it must be replaced within 2 business days of notice to TSP.

(c) The item has in fact been replaced.

(4) TSP's must coordinate a date and time with the member/employee to take possession of salvaged item(s) if they elect to exercise their rights to salvage item(s) or upon the member/employee request and when paragraphs 5 thru 7 below do not apply. TSP must take possession at either the owner's residence or another location, acceptable to the owner, not later than 30 days after receipt of a completed claim from either the owner or the MCO. However, in no case will the 30-day period for the TSP to take possession end until after the period allowed for the TSP's inspections (see Inspection by the TSP, Paragraph (h.2). The 30-day pickup period can be extended by an agreement between the TSP, and the owner. If the owner refuses to cooperate with the TSP in the exercise of salvage rights, the TSP should contact the appropriate Service MCO closest to the owner and request assistance. At any time the owner may ask the TSP whether it may dispose of an item and get an answer within 2 days under, Paragraph (h.2).

(5) The TSP will not exercise its salvage rights if the depreciated replacement value of all salvageable items totals less than $100.00, or, in the case of a single salvageable item, the item has a value of less than $50. If a shipment has more than one salvageable item, one of which has a value of $50.00 or more, yet the total of all salvageable items is $100.00 or less, then the TSP may exercise its salvage rights.

(6) The TSP will not exercise its salvage rights on any item that is hazardous or dangerous to the health or safety of the owner or the owner's family. Such items include, but are not limited to, broken mirrors or glass, spoiled food, moldy mattresses or other fabric items. However, the owner for potential salvage will retain antiques, figurines, and crystal with a single item value of $50 or more.

(7) If the TSP is unable to exercise its salvage rights due to the disposal of an item(s) by the owner, the TSP may reduce its liability by 25% on any item that has a depreciated replacement value of $50.00 or more. The TSP is entitled to no deduction for salvage on a single item with a depreciated replacement value of less than $50.00; unless the total combined depreciated replacement value of all items that have been disposed of is $100.00 or more.

n. Claims for $25 or Less. In an effort to reduce administrative costs, the Military Services agree that they will not pursue a claim against a TSP for loss or damage to household goods that were transported under this document, if the amount of the claim is for $25 or less. The TSP agreed that they will not request reimbursement for such claims from the Military Services for an amount of $25 or less. However, this provision does not apply to claims submitted directly to the TSP by an owner.

o. Dispute Resolution

(1) If an owner does not accept a settlement offered by the TSP, the owner may transfer a claim as specified in Item 410, to the appropriate MCO. If the owner transfers a claim to the military, the MCO will resolve the owner's claim in accordance with its Service's claims regulations. The MCO will then assert a recovery claim against the TSP under this Tender. The TSP must pay, deny or make an offer on the recovery claim within 60 days of receipt of the claim, unless an extension is granted.

(2) If the TSP and the MCO cannot reach a mutual settlement on the recovery claim, the military may collect the amount of its recovery claim by administrative offset from money that is owed to the TSP for

transportation services, or from any other payment due the TSP directly from the government. If payments to the TSP are made by third party payment system, the TSP agrees that the appropriate MCO may direct the party paying the TSP to divert all or part of any payment to the appropriate military finance center in order to accomplish offset to pay a government claim from a prior shipment.

(3) If the TSP, following such an offset, continues to dispute the amount of its liability, then it may file an administrative appeal under the provisions of Title 31, United States Code, Section 3702, to the Defense Office of Hearing and Appeals (DOHA) or it may file suit in the appropriate federal court.

p. Catastrophic Loss Payments

(1) The TSP is responsible for identifying and making partial, advance payments to owners who have suffered a catastrophic loss. These payments are designed to relieve an owner's hardship associated with the loss of all or a majority of their household goods. The payments are an advance and should not exceed the owner's expected total liability. Claimant will still be required to file a claim for their loss. Any advance payment made will be deducted from the owner's eventual award. Such payments are subject to the same maximum liability and rules as all payments under this Tender.

(2) Catastrophic loss occurs when over 60% of the inventory line items in a given shipment are lost, damaged or destroyed. However, TSPs are free to declare any loss catastrophic and make a partial payment. If TSP cannot contact the owner within 48 hours, they will make payment or come to an agreement on payment within 48 hours of making contact. The declaration of a loss as catastrophic and the making of a partial payment is not an admission of liability regarding any particular piece of property.

(3) TSPs are expected to make advance payments as soon as possible after a catastrophic loss occurs. Payments must be made within 48 hours of the TSP discovering or being notified of a catastrophic loss, unless the customer and TSP otherwise come to an agreement. TSPs are free to make an advance payment in any amount they believe will not exceed their total expected liability to the owner. However, TSPs are required to pay no less than 5% of their total maximum liability for the shipment.

(4) In the event that a TSP identifies or is informed of a catastrophic loss for which it believes it is not liable under Item 410, the TSP shall inform the owner's MCO. In such cases, the MCO shall handle the advance payment and claim. If it is later determined that the TSP was, in fact, liable for the loss, the MCO will assert a recovery claim against the TSP. The TSP shall be liable as if the Member had filed a claim with the TSP within nine months of their loss.

q. Essential Items.

(1) The TSP is responsible for promptly dealing with claimants who have had essential items lost, destroyed or made unusable due to damage. Owners are responsible for notifying the TSP, MCO, or PPSO of such a loss within 7 days of the date their goods were delivered. Any item not identified in this way by the owner shall not be considered "essential."

(2) Upon notification of the loss of an essential item by either the claimant, MCO or SDDC, the TSP shall either pay for such items, provide temporary or permanent replacements for them, repair them or such other arrangement as agreed to by Member. Such action must be taken within two (2) business days of notification, regardless of whether a claim has been filed. Any payments made by the TSP pursuant to this paragraph shall be considered an advance and should not exceed the TSP's expected total liability. Claimant will still be required to file a claim for their loss. Any advance payment made will be deducted from the owner's eventual award. Such payments are subject to the same maximum liability and rules as apply to all payments under this Tender.

(3) If a TSP declines to provide or pay for an essential item or fails to respond to notification within the two (2) business day period, the claimant may file a claim for said item(s) directly with the MCO. In

such cases, the claimant shall retain his or her right to FRV for those essential items with which notice was provided to the TSP. The claimant is expected to file the remainder of their claim consistent with the provisions of this Tender.

(4) In the event that a TSP identifies or is informed of the loss or damage of an essential item for which it believes it is not liable under Item 410, Exclusions from Liability the TSP shall inform the owner's MCO within 24 hours. In such cases, the MCO shall handle the advance payment and claims. If it is later determined that the TSP was, in fact, liable for the loss, the MCO will assert a recovery claim against the TSP. The TSP may be liable as if the Member had filed a claim with the TSP within nine months of their loss.

(5) Essential items are only those items necessary for everyday living, which would reasonably need to be replaced promptly. Items used solely for entertainment purposes are not considered essential. Fungible items that are regularly used up or worn out and must be routinely replaced are not considered essential.
Essential items include:

(a) Refrigerators or other appliances necessary for the safe storage and preparation of food.

(b) Necessary medical equipment.

(c) Mattresses.

r. Administrative Offsets

Currently, PowerTrack does not have the capability to process administrative offsets under the provisions of 31 USC 3716. By accepting shipments under this [solicitation/tariff/tender], the transportation service provider gives consent for a representative of the Department of Defense, United States Coast Guard, GSA, or other Federal Government Agencies to access PowerTrack, generate, and approve electronic bills (ebills) in lieu of an administrative offset under 31 USC 3716, and agrees to hold US Bank, or a successor administrator of PowerTrack, harmless for any ebills approved, paid or collected under this provision. Approved ebills paid or collected under this provisions by the Department of Defense Department of Defense, United States Coast Guard, GSA, or other Federal Government Agencies shall be treated as an administrative offset for the purpose of appeals and refunds.

NOTE: DOD, or any of its components, may require TSPs to provide claims reports. These reports shall include, as a minimum, shipment information/identification, loss/damage reports and, information about claims settlement, if settlement has occurred.

Item 414 ***Limitation of Action***

a. All claims and actions at law by Transportation Service Providers for recovery of their charges on shipments, subject to the provisions of this solicitation, will be filed within 3 years (not including any time of war) from date of:

(1) Final delivery of the property,

(2) Payment of the transportation charges thereon,

(3) Subsequent refund of charges, or

(4) Deduction of such charges from Transportation Service Provider's account, whichever is later.

b. Provided, however, that if the limitation of actions set forth in this item is breached by the Government by the filing of a claim or action at law (other than by mistake or inadvertence) at a time other than stated in this item, this item will be of no force and effect and will be void *ab intitio*.

Item 415 ***Holidays***

a. Except as otherwise specifically provided in this solicitation, reference to the term "holiday" will be the date such U.S. national, foreign or officially declared state holidays are observed. When a holiday falls on a Saturday, the holiday will be observed on the preceding Friday. When a holiday falls on a Sunday, the holiday will be observed on the following Monday. Charges in this solicitation for holidays will apply only when service is rendered at the request of the PPSO. Overtime rates must be pre-approved, authorized and confirmed, in writing by the PPSO. Transportation Service Providers are required to service shipments on days other than those listed herein. Union negotiated holidays do not fall into this category.

b. For reference purpose only, U.S. national holidays are:

New Year's Day, January 1; Martin Luther King's Birthday, the third Monday of January; Presidents Day, the third Monday in February; Memorial Day, the last Monday in May; Independence Day, July 4; Labor Day, the first Monday in September; Columbus Day, the second Monday in October; Veterans Day, November 11; Thanksgiving Day, the fourth Thursday in November; and Christmas Day, December 25.

c. Inauguration Day, which occurs on January 20 of each fourth year after 1965, is a holiday for the Washington, D. C. area only.

Item 416 ***Hourly Rates***

Charges based on time shall be computed by multiplying the hourly rate by the time involved. Unless otherwise provided, fractions of an hour will be disposed of as follows:

Where the time involved is 15 minutes or less, the charge shall be for one quarter of an hour. When in excess of 15 minutes but not more than 30 minutes, charge for one half hour. When in excess of 30 minutes but not more than 45 minutes, charge for three quarters of an hour. When in excess of 45 minutes, charge for one hour.

Item 417 ***Advanced Charges***

Charges advanced by the Transportation Service Provider for services of others engaged at the request of the PPSO will be supported by the Transportation Service Provider with a copy of invoice setting forth services rendered, charges and basis thereof, together with reference to applicable schedule or tariff if charges are assessed in accordance therewith. The charges so advanced are in addition to and shall be collected with all other lawful rates and charges.

Item 418 ***Disassembly and Reassembly***

The SFR does not include removing any outdoor article embedded in the ground or secured to a building, nor the assembling or disassembling of any outdoor articles, such as steel utility cabinets, swing sets, slides, sky rides, jungle gyms, or other outdoor articles of similar nature. The assembling or disassembling of unusual articles found inside of buildings such as German shrunks, water beds, steel shelving, pool tables, elongated work tables, counters, etc., may upon request of the PPSO be disassembled or reassembled subject to labor charges. The shipper, in such case, will be required to furnish, at the time of reassembling, any new hardware, nuts, bolts, etc., necessary to perform the service except that removed by the Transportation Service Provider during disassembly. Transportation Service Provider will not perform these services unless requested and approved by the PPSO.

Item 419 ***Collection of Freight Charges on HHG Shipments Involving Loss or Destruction in Transit and on Shipments Transported on More than One Vehicle***

a. Transportation Service Provider will not collect, or require a shipper to pay, any published freight charges (including any charges for accessorial or terminal services) when that shipment is totally lost or

destroyed in transit. Notwithstanding any other provisions of this item, a Transportation Service Provider will collect, and the shipper will be required to pay, any specific valuation charge that may be due. This item will not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper.

b. In the event that any portion, but less than all, of a shipment of HHG is lost or destroyed in transit, a motor common Transportation Service Provider of HHG in interstate or foreign commerce will, at the time it disposes of claims for loss, damage, or injury to the articles in the shipment, as provided in 49 CFR, Part 1005, refund the portion of its published freight charges (including any charges for accessorial or terminal services) corresponding to the portion of the shipment which is lost or destroyed in transit. To calculate the charges applicable to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the portion of the shipment delivered by the total charges (including accessorial and terminal charges) applicable to the shipment as tendered by the shipper. If the charges computed in the manner set forth above exceed the charges otherwise applicable to the shipment as delivered, the lesser of those charges will apply. Notwithstanding any other provisions of this paragraph, a Transportation Service Provider shall collect, and the shipper will be required to pay, the proportion of any charges for accessorial or terminal services rendered corresponding to the proportion of the shipment not lost or destroyed in transit and any specific valuation charge that may be due. The provisions of this paragraph will not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper. Transportation Service Providers will determine, at their own expense, the proportion of the shipment not lost or destroyed in transit.

c. In the event of the loss or destruction of any part of a shipment being transported on more than one vehicle, the collection of charges as provided in paragraph (b) of this item will also be in conformity with the requirements of this item.

Item 420 ***Impracticable Operation***

Nothing in this solicitation will require the Transportation Service Provider to perform any linehaul service or any pick up or delivery service or any other service from or to or at any point or location where, through no fault or neglect of the Transportation Service Provider, the furnishing of such services is impracticable because:

a. The conditions of roads, streets, driveways, alleys or approaches thereto would subject operations to unreasonable risk of loss or damage to life or property;

b. Loading or unloading facilities are inadequate;

c. Any force majeure, war, insurrection riot, civil disturbance, strike, picketing, or other labor disturbance would (1) subject operations to unreasonable risk of loss or damage to life or property or (2) unreasonably jeopardize the ability of the Transportation Service Provider to render line haul, pickup or delivery or any other service from or to or at other points or locations.

d. Hauling contractors, employees or agents of the Transportation Service Provider are precluded, for reasons beyond the Transportation Service Provider’s control, from entering premises where pickup or delivery is to be made;

e. Local, state or Federal restrictions, regulations, or laws prohibit performance of such services by line haul equipment. When service is impracticable for reasons stated in this rule, and service can be completed through the employment of services of third persons, the PPSO may order such service.

Item 421 ***Articles Requiring Special Servicing for Safe Transportation***

a. The transportation SFR includes the servicing and non-servicing of household appliances and other articles which have free moving parts, mechanisms, attachments, or accessories which if not properly serviced might be damaged or rendered inoperative during transit. However, when the services of a third party are required to service articles (including disassembly and assembly) of an unusual nature, the Transportation Service Provider will, at the written request of the PPSO, arrange for such servicing. Payment for services of a third party will be advanced by the Transportation Service Provider and billed as an advanced charge. The charge will be supported by the PPSO's authorization and by the third party's invoice.

b. Servicing will not include disconnecting or reconnecting appliances, repairing articles, removal or installation of TV antennas or air conditioners, wiring or plumbing service, and securing stereo arms or turntables.

Item 422 ***Impractical Pickup or Delivery and Auxiliary Services***

a. It is the responsibility of the shipper to make shipment accessible to the Transportation Service Provider or accept delivery from the Transportation Service Provider at a point the road vehicle may be safely operated.

b. When it is physically impossible for the Transportation Service Provider to perform pickup of a shipment at origin address or to complete delivery of a shipment at destination address with normally assigned road equipment due to the structure of the building; its inaccessibility by highway; inadequate or unsafe public or private road; overhead obstructions; narrow gates; sharp turns; trees or shrubbery; the deterioration of roadway due to rain, flood, snow; or nature of an article or articles included in the shipment; the Transportation Service Provider will hold itself available at the point of pickup or tender delivery at destination at the nearest point of approach to the desired location where the road equipment can be made safely accessible.

c. Upon request of the PPSO, the Transportation Service Provider will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose of transferring the shipment between the origin or destination address and the nearest point of approach by the Transportation Service Provider's road equipment. Charges for the auxiliary service to cover labor and additional vehicle (if used) will be as provided in Chapter V and will be in addition to all other transportation or accessorial charges.

d. If the owner does not accept the shipment at nearest point of safe approach by Transportation Service Provider's road equipment to the destination address, the Transportation Service Provider may place the shipment, or any part thereof not reasonable possible for delivery, in storage at the nearest available DOD-approved warehouse. The responsible PPSO must be informed of such action prior to placement in warehouse. The liability on the part of the Transportation Service Provider will cease when the shipment is unloaded into the warehouse and the shipment will be considered as having been delivered. NOTE: TSPs should take note and PPSOs should recommend that the member has an option to request a joint inspection, at his/her expense, on the property prior to TSP full replacement value liability ending.

e. Transportation charges to cover the movement of shipment, or part thereof, from point where it was originally tendered to warehouse location will be computed on basis of weight of shipment or that part of shipment stored in warehouse. Any subsequent movement from warehouse will constitute a new shipment.

Item 423 ***Removal or Placement of Property from or to Inaccessible Locations***

The owner is responsible for removal or placement of property from or to attics, basements, and other locations, and to make property available to the Transportation Service Provider where the location of property and goods to be shipped or delivered (1) is not accessible by a permanent stairway (does not include ladders of any type), (2) is not adequately lighted, (3) does not have a flat continuous floor, and (4) does not allow a person to stand erect. When the PPSO requests and approves the removal or placement of property from or to such areas not readily accessible, labor charges are authorized.

Item 424 ***Extra Pickup or Delivery***

Portions of a shipment may be picked up or delivered at one or more places of origin, destination, or en route.

Item 425 ***Pickup or Delivery at Commercial Warehouse***

Except as otherwise provided herein, if a shipment is delivered to or picked up at a commercial warehouse, the rates for transportation include only the unloading or loading at the door, platform, or other point convenient or accessible to the vehicle. Exception: See Items 432.b. (5) and 534. However, if a Transportation Service Provider is requested by the PPSO to enter the facility to perform origin or destination services, labor charges apply.

Item 426 ***Billing Procedures***

a. For services rendered, the Transportation Service Provider agrees to submit invoices to US Bank PowerTrack for payment. For those shipments that are not booked through the Central Web Application (CWA) i.e., US Air Force Shipments, NTS, DPM and ITT, the TSP will bill the appropriate military service finance office responsible for payment of the transportation charges in accordance with procedures disseminated by the Commander, SDDC. For shipments that are diverted or re-consigned in accordance with applicable rate tariff/tender, the Transportation Service Provider must submit the original Diversion Certificate, signed by the requesting PPSO authenticating the diversion or re-consignment. Valuation charge will be identified separately from all other charges in CWA. All billing must be supported by appropriate documents.

b. The U.S. Government shall pay the Transportation Service Provider applicable rates and charges due for transportation services rendered 30 days after receipt of Transportation Service Provider's proper transportation bill (invoice).

c. Late Payments and Interest Penalties

(1) An interest penalty will be paid to the Transportation Service Provider for the period commencing on the day after the required payment date, as specified in paragraph (a), and ending on the date on which payment of the applicable transportation charges are made.

(2) The interest penalty payment will be computed based on the percentage interest rate determined by the Secretary of the Treasury for interest payments under Section 12 of the Contract Disputes Act of 1978 (41 USC 611), which is in effect at the time the obligation accrues to pay a late payment interest penalty.

(3) The Transportation Service Provider will be entitled to an added penalty if (1) the U.S. Government fails to pay the interest penalty within 10 days after it makes a late payment of the transportation bill, and (2) the Transportation Service Provider makes a written demand for the added penalty within 40 days after the

date the payment is made. Under these conditions, the Transportation Service Provider will be entitled to an amount equal to the sum of the late payment interest penalty plus an added penalty. The added penalty will be equal to a percentage of the late payment interest penalty as specified by regulation by the Director of the Office of Management and Budget, subject to such maximum as may be specified in such regulation.

d. The foregoing merely summarizes the pertinent provisions of the "Prompt Payment Act" and is for information purposes only. The entire Prompt Payment Act, 31 U.S.C. 3901 et seg applies to shipment transported under this solicitation.

Item 427 ***Storage-In-Transit (SIT) – HHG***

a. SIT of property covered by this solicitation is the holding of the shipment, or portion thereof, in a DOD-approved facility or warehouse used by the Transportation Service Provider or its agent for storage, pending further transportation, and will be affected only at the request of the PPSO or under the conditions specified below or as provided in Item 422. For the purpose of this item, a Transportation Service Provider may designate any DOD-approved facility or warehouse to serve as its agent.

b. When a shipment is placed in SIT in CONUS, the Transportation Service Provider agrees to the following:

(1) Storage. The warehouseman shall have until the close of business of the third (3rd) working day following the date the SIT control number is issued to complete the handling-in services. Personal property shall be stored so as to protect it from loss and damage.

(2) Shipping Container. Contents of containerized shipments will not be removed from containers when placed in SIT.

(3) Identification. All lots of loose HHG, storage lots, and non-containerized HHG and UB shipments shall be properly identified.

c. A shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. PPSO will notify Transportation Service Provider of the extension and projected termination date. When not removed from SIT at midnight on the day specified by the PPSO in writing via email, facsimile, or U.S. Postal Service mail:

(1) Liability of the Transportation Service Provider will terminate after such time,

(2) The international character of the shipment, or portion thereof, will cease,

(3) The warehouse will be considered the destination of the property,

(4) The warehousemen will become the agent for the shipper, and

(5) The property will then be subject to the rules, regulations and charges of the warehousemen. NOTE: TSPs should take note and PPSOs should recommend that the member has an option to request a joint inspection, at his/her expense, on the property prior to TSP full replacement value liability ending.

d. When SIT is at destination, charges may be billed after SIT is affected as follows:

(1) SFR between origin and delivery address shown in block 18 of the PPGBL.

(2) Charges for additional services, advances, and other lawful charges performed at origin and while in transit.

e. The transportation rates to apply on shipment stored in transit:

(1) At ORIGIN ONLY will be (a) Item(s) 520/530 pickup transportation rate from residence to SIT facility and (b) the SFR from the SIT facility at origin pickup point to the destination shown in block 18 of PPGBL.

(2) At BOTH ORIGIN and DESTINATION will be (a) Item(s) 520/530 pickup transportation rate from residence to SIT facility at origin, (b) the SFR from SIT facility at origin pickup point to the destination shown in block 18 of the Government bill of lading, and (c) Item 520/530 delivery Transportation Rate from nearest available Transportation Service Provider's agent SIT facility at destination shown in block 18 to final destination point.

(3) At DESTINATION ONLY will be (a) the SFR from residence to the destination shown in block 18 of the Government bill of lading, and (b) Items 520/530 delivery transportation rate from nearest available Transportation Service Provider's agent SIT facility at destination shown in block 18 to final destination point.

(See Items 520 and 530 for Pickup or Delivery Transportation rates to apply on SIT shipments and application thereof.)

Note: The Transportation Service Provider will use the Transportation Service Provider's DOD approved agent facility located nearest the destination city or installation shown in block 18. Should the Transportation Service Provider use a more distant facility for convenience, SIT and related charges will be based on the Transportation Service Provider's agent nearest available DOD-approved facility. Nearest available Transportation Service Provider's agent DOD-approved storage facility is defined as follows: Transportation Service Provider's agent facility having DOD approval, having space for the shipment, and accepting DOD traffic from the Transportation Service Provider. If the agent refuses to accept a shipment, e.g., because of the Transportation Service Provider's refusal to provide a waiver and/or to the Transportation Service Provider's poor payment history, the agent's facility will be considered "available" for purpose of determining charges irrespective of what destination warehouse the Transportation Service Provider uses.

f. The transportation charges to apply on a portion of an SIT shipment delivered from warehouse location to destination will be the applicable transportation rate based on the weight of such portion, subject to the provisions of paragraph (e) of this item.

g. On property consigned to SIT wherein an overflow of property requires that a split shipment be delivered to the warehouse on different dates, the charges for such property will be as follows:

(1) Transportation charges from initial point of pickup to warehouse location will be based on the combined weight of the property stored in transit, and computation of transportation charges will be as provided in paragraph (e) of this item.

(2) Storage charges in effect on date of initial pickup will be assessed separately on each portion of shipment stored in transit, except the 500-pound minimum weight will apply to the combined weight of property stored in transit. Storage will be rated separately on each portion added.

(3) Warehouse handling charge will apply only once, based on the combined weight of the property stored in transit.

(4) All subsequent charges will be based on the combined weight of the property stored in transit.

h. During SIT, shipper may withdraw a portion of the property. When the selection of items requires un-stacking and/or restacking of the shipment or a portion of the shipment, charges for such handling will be

assessed in accordance with labor charges. Charges for transportation furnished, if any, for portion selected for delivery will be assessed on the same basis as would apply to that portion as an individual shipment. The following will be applicable to the portion remaining in storage.

(1) Storage charges will continue to apply on the weight of remainder of the property.

(2) Charges for transportation furnished, if any, for the delivery of the remainder of the property will be assessed on the same basis as would apply to that portion as an individual shipment.

i. During the SIT period, shipper may add property to those already in SIT. Charges for such property added will be as follows:

(1) Transportation charges to apply on the additional between initial point of pickup and warehouse, will be as provided in paragraph (e) of this item.

(2) Warehouse handling charge as provided in Chapter V will apply on the addition, subject to a 500-pound minimum.

(3) First day storage charges will apply on the weight of the added property subject to a 500-pound minimum in CONUS. In overseas areas, the charges will begin for a 30-day period.

(4) All subsequent charges, including SIT, will be based on the total weight of combined property.

j. If delivery cannot be made at the address specified on the Government bill of lading because of impractical operation as defined herein, or for any other reason other than the fault of the Transportation Service Provider, and neither PPSO nor owner designates another address where delivery can be made, Transportation Service Provider will place the property in SIT.

k. When property is placed in SIT, in segments, on different dates:

(1) The transportation rates and additional service charges in effect on the date of initial pickup of the first segment will apply to that segment only, and

(2) The transportation rates and additional service charges in effect on the date(s) of initial pickup of each subsequent segment placed in SIT will apply to these subsequent segments.

l. When property is removed from SIT and extra pickups are ordered:

(1) The transportation rates and additional service charges in effect on the date the extra pickup is performed will apply to the entire weight of the extra pickup, and

(2) The transportation rates and additional service charges in effect on the date of the initial pick up of the SIT portion will apply to the entire weight of that portion.

m. Except as specifically provided for herein, each portion of the shipment will be rated at the applicable rate in effect on the date of pick up of each portion, based on total weight of the entire shipment.

Item 428 ***Storage-in-Transit (SIT) - UB***

a. SIT of UB will be handled under the same rules that apply to HHG with the following exceptions:

(1) Delivery to residence will be made on date specified for delivery, unless Transportation Service Provider is unable to deliver due to notification for delivery 3 working days prior to such date. In such case, delivery will be affected no later than 3 working days after the date of notification. If notification is given

before noon on a working day, that day will be day one. If notification is given after noon, the following day will be day one. In either case, storage charges will cease to accrue after day 3 or the day after goods are removed from storage, whichever is earlier.

(2) All references to minimum charges will be based on 100 pounds gross.

b. When a shipment is placed in SIT in CONUS, the Transportation Service Provider agrees to the following:

(1) Storage. The warehouseman shall have until the close of business of the third (3rd) working day following the date the SIT control number is issued to complete the handling-in services. Personal property shall be stored so as to protect it from loss and damage.

(2) Shipping Container. Contents of containerized shipments will not be removed from containers when placed in SIT.

(3) Identification. All lots of loose HHG, storage lots, and non-containerized HHG and UB shipments shall be properly identified.

Item 429 ***SIT Period***

SIT service provided in this solicitation will be for a period not to exceed storage authorized as specified by the PPSO. PPSO will notify Transportation Service Provider of the extension and the projected termination date. When shipment is not removed from SIT period authorized by the PPSO, Transportation Service Provider liability will terminate at midnight of the last day of the SIT period, the through Government bill of lading character of the shipment will cease, the warehouse will be considered the final destination point of the shipment, the warehouseman will become the agent for the shipper, and the shipment then becomes subject to the rules, regulations, charges, and liability of the warehouseman.

Item 430 ***Overflow Shipments***

The Transportation Service Provider will book all items of a single shipment together on the same vessel/aircraft, and same voyage or departure. In the event that a portion of any shipment should be shut out by the transoceanic Transportation Service Provider, the Transportation Service Provider will notify the destination PPSO of such occurrence.

Item 431 ***Use of Foreign Flag Shipping***

a. Ships registered under the laws of the United States must be used for the carriage of personal property (HHG, personal effects, or POVs) when such ships are available unless the necessity of the traveler's mission requires the use of a ship under a foreign flag.

b. A Justification Certificate for vessel or a Self Certification Statement for air (see below) is required for the use of a foreign flag vessel/aircraft. Rate adjustments will be permitted when rate differentials are involved due to use of foreign flag shipping. When increases or decreases occur in rates due to use of foreign flag shipping, billing and documentation submitted in connection with ITGBL shipment, will have differences between the Foreign flag vessel/aircraft rate and the rate used in computing the transportation SFR on file at SDDC, adjusted in favor of the Transportation Service Provider or Government on the basis of the ocean/air freight bill which must be submitted to support each Government bill of lading. An example of the adjustment required in the event of an ocean rate increase would be:

ITGBL Shipment: 3000 lbs., 450 Cubic Feet, ITGBL Rate $32.00 per cwt.

1. 3000 lbs X $32.00 per cwt. = $960.00

2. Ocean rate used in constructing the effective ITGBL rate: 81 cents per cubic foot.

3. Paid to Foreign Flag Ocean Transportation Service Provider as shown on freight bill: 90 cents per cubic foot.

4. Supplemental charge for ocean freight as stated on the ocean freight bill and computed in accordance with the measurement rule stated in tariff governing the rate:

450 cubic feet at 9 cents per cubic foot = $ 40.50

5. Total charges due ITGBL Transportation Service Provider: $1,000.50

c. When it is determined use of a vessel or aircraft of United States registry will not provide the required service, the ITGBL Transportation Service Provider will request permission or self certify to use foreign flag vessel/aircraft prior to start of movement as follows:

(1) **Air shipments**:

(a) Effective 01 June 2007, USTRANSCOM Command Acquisition will no longer provide foreign flag approval control numbers.

(b) To assure compliance with the Fly America Act (49 USC 40118), air carriers and freight forwarders must provide the below self-certification with their invoice/payment request when it is necessary to select a non-U.S flag carrier for international air transportation. When billing, TSPs should annotate that their self certification is available for inspection and must provide, when requested.

(c) When it is determined use of an aircraft of United States registry will not provide the required service during any segment of the routing to or from the United States, the ITGBL carrier will self certify to use a foreign flag aircraft prior to start of the movement. Questions concerning self certification or this procedure may be addressed to USTRANSCOM Command Acquisition, Scott AFB, IL 62225-5301, commercial telephone **(618) 229-2474**, facsimile commercial **(618) 256-2904** or **8316**. Air shipments moving between overseas areas are exempt from having to obtain a foreign flag certificate

(d) The following principles shall be followed in determining the availability of U.S. flag air Transportation Service Providers: The first or last leg from and to the U.S. shall be by a U.S. flag Transportation Service Provider. U.S. flag air Transportation Service Provider 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. When an origin or interchange point is not serviced by a U.S. air Transportation Service Provider, foreign flag air Transportation Service Provider service shall be used only to the nearest interchange point on a commonly used air route to connect with U.S. flag air Transportation Service Provider service.

(2) **Surface shipments**:

(a) U.S.-flag vessels participating in the Voluntary Intermodal Sealift Agreement (VISA) will receive preference over other vessels. See Item 106 for the prioritized order for utilization of commercial sealift capacity to meet DOD peacetime and contingency requirements.

(b) Request permission from the appropriate SDDC Operations Center designated Contracting Officer's Representative (COR) responsible for the surface port of embarkation (SPOE) to use a vessel of foreign registry when I determine the use of a vessel of U.S. registry will not provide the required service. The requirement for use of U.S.-flag vessels applies to shipments to, from, and between overseas ports. Use of foreign flag vessels is not authorized when the ITGBL HHG Transportation Service Provider, for its convenience, selects a port of loading where ocean transportation is available only by foreign flag vessel in lieu of a port customarily served by U.S.-flag vessels. Therefore, when a Transportation Service Provider, for its convenience, elects to use a port not normally serviced by U.S.-flag vessels, the certificate for use of a foreign flag vessel from that port will not be signed. It is understood by the Transportation Service Provider the selection of such a port is at its risk should it become necessary to divert the shipment to a port providing U.S.-Flag vessel service. The movement of cargo partly by U.S.-flag vessel and partly by foreign flag feeder vessel will not be approved when a U.S.-flag vessel is available to transport HHG to their destination. Transportation Service Provider's agents may, if authorized in writing by the Transportation Service Provider, make the submission on behalf of the Transportation Service Provider. SDDC Operations Center-designated CORs will furnish advice to ITGBL HHG Transportation Service Providers as to the general availability of U.S.-flag vessels between specified origin and destination places when requested. If any segment of the intended routing involves use of a foreign flag vessel, a justification certification with a valid SDDC Operations Center control number is required, and approval will be obtained prior to booking of shipment with the ocean Transportation Service Provider. The request for authorization to use a foreign flag Transportation Service Provider will be accomplished and submitted to the appropriate SDDC Operations Center-designated COR by electronic means (message or facsimile) within but not more than 10 calendar days following the date of pickup but, in any case, not less than 2 working days prior to booking cargo with a vessel operating common Transportation Service Provider (VOCC). Transportation Service Providers will submit the required certificate to the SDDC Operations Center-designated COR with responsibility over the anticipated SPOE (listed below). If certificate is submitted in an untimely fashion, SDDC Operations Center-designated CORs will normally not sign the certificate and the original unsigned certificate will be returned to the Transportation Service Provider. Consideration of an untimely filed certificate will be at the discretion of the SDDC Operations Center-SDDC reviewing official. No late filing will be considered unless Transportation Service Provider fully documents all extenuating circumstances preventing timely filing of the certificate and such circumstances are deemed substantive cause for late filing by SDDC Operations Center-SDDC reviewing official. Any subsequent reconsideration of such certificate will be by SDDC. In all instances, SDDC Operations Center-designated CORs will respond within 2 full working days of receipt of Transportation Service Provider certificate. Limited attempts may be made by SDDC Operations Center-designated CORs within that time frame to resolve minor factual omissions or clarify supporting information. Response to Transportation Service Provider will be by the most expeditious means available, preferably electronic transmission (facsimile, electronic mail, etc.).

OCCA ADDRESS/COMMUNICATIONS

SDDC Operations Center –*Designated CORs*

Official Mail Address		Telephone/FAX/DSN
SDDC Operations Center Ocean Cargo division Bldg. 827 Monroe Ave. Ft. Eustis, Virginia 23604-5000		(618) 220-6912 DSN: 770-6912 FAX: (618) 220-6056 Email: sddc.ops.ffw@us.army.mil
SDDC Europe Rotterdam	Telephone:	31-10-459-2329
Military Postal Service CDR 598th Transportation Group	 FAX:	31-10-459-2523 31-10-459-2426

Attn: Chief OCCA Europe/S3 DSN: (314) 362-2523
PSC 72 Box 168
APO AE 09709

International Postal Service
Commander, 598th Transportation Group
Lylantseplein 1
2908 LH Capelle a/d Ijssel
Nederlands
ATTN: MTEEU-OCCA

599th Transportation Group (803) 656-0157/6920
Ocean cargo Clearance Authority FAX: (808) 656-7020
Bldg 126
Schofield Barracks, Hawaii 96854

(3) **Payment**. Certificates not having an AMC/DSC control number will cause TSPs billing to be rejected. Payment requires a properly completed justification certificate.

JUSTIFICATION CERTIFICATE FOR USE OF A FOREIGN FLAG OCEAN VESSEL

SDDC Operations Center CONTROL #: _____ SUBMISSION DATE:
SDDC Operations Center Receipt Date:
Transportation Service Provider: SCAC:
Award Date: _____ PPGBL #: _____
OTO #:
Pickup Date: _____ RDD:
Origin: Destination:

Property owner's name and rank:
Name of Foreign Flag Transportation Service Provider:

(Legal name of operator)

Foreign flag TSP will be utilized between _____ on _____ on
(Port of Embarkation) (Date of Embarkation)
_____ arriving at _____ on _____
(Name of vessel & voyage number) (Port of Debarkation) (Date of Debarkation)

I certify that it is necessary to transport the household goods and/or personal effects of the above-named property owner by foreign flag Transportation Service Provider as designated above for the following reasons:

(A FULL EXPLANATION IS REQUIRED)

NOTE: The explanation must include documented description of efforts made to secure U.S. flag Transportation Service Provider including points of contact (with names and telephone numbers) with a least two U.S. flag Transportation Service Providers contacted. Copies of telephone notes, telegraphic, and facsimile message or letters will be sufficient for this purpose if adequate details are included therein to support conclusions that U.S.-flag Transportation Service Providers were not available.

Verification:
I certify that no U.S.-flag vessel was available to meet the requirements of the above shipment.

(Signature of TSP Official)

(Title) (Date) (Signature of SDDC Operations Center Official)

(Title) (Date)

Attached:

PPGBL: Yes / No OTO Award Message: Yes / No
(If no, provide explanation.)

The PPGBL rate on file with SDDC will be protected to the extent provided by paragraph 33e of the Tender of Service.

Item 432 [LHS] ***Application of Transportation SFR - HHG***

a. Transportation SFR INCLUDES THE FOLLOWING SERVICES:

(1) Packing, including use of packing containers and materials from origin to destination and unpacking. When Government-owned containers are utilized or when packing is not required, reductions to the SFR will be annotated on the PPGBL. Shipping containers and packing materials furnished by the Transportation Service Provider will remain the property of the Transportation Service Provider.

(2) For all shipments from Germany to CONUS, Transportation Service Providers are responsible for providing the following services:

(a) Identifying clearly all outdoor articles consecutively on the last page of the HHG descriptive inventory.

(b) Packing all outdoor articles in the same container and as close to the front door as possible.

(c) Stenciling "OHA" on the exterior of all containers which include outdoor articles.

(3) Servicing and un-servicing of appliances, except third party service.

(4) All land, water and air transportation, EXCEPT:

(a) Additional land transportation charges for shipments picked up or delivered from or to SIT.

(b) Port handling and stevedoring services within the military ocean terminal or within the commercial ocean terminal, when used in lieu of the military ocean terminal, and Government-arranged ocean movement (Code 5).

(b) Terminal services within the AMC terminal and Government-arranged air movement (Code T).

(d) Bunker fuel charges (BSC), air fuel surcharges (100), port security surcharges (COF), port congestion surcharges (CON), and/or war risk surcharges (WAR), where applicable, and when actually billed to the ITGBL Transportation Service Provider by ocean freight Transportation Service Provider, air Transportation Service Provider or port agent. Such charges will be separately stated on the GBL and supported by prorated ocean, air Transportation Service Provider or port agent invoices for the actual amount. (See Item 513 for application of the Fuel Surcharge for CONUS line haul, including Alaska and Hawaii). Note: port agents as used here means agents of the governmental body operating the seaport or air terminal where charges are incurred.

(e) Over-ocean charges negotiated by SDDC Operations Center (Code 3).

(5) Customs Clearance:

(a) Transportation Service Provider will arrange all customs clearance and other related services that pertain to and influence the movement of personal property (gun control, quarantine, pest infestation, etc.) and will comply with all DOD, foreign, and domestic regulations.

(b) Export and import documentation services involving customs clearances. Movement of shipment, arriving in CONUS, in bond to the U.S. Customs House nearest the ultimate consignee. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

(6) Removal and placement of each article in the residence/warehouse or other building.

(7) Hoisting or lowering of article.

(8) Elevator, stair and excessive distance carry, piano/organ carry and/or heavy or bulky item charge (exception: see paragraph b.(5) below).

(9) Ferry, tunnel and bridge charges/tolls.

(10) Pre-lodge costs, i.e., those costs incurred as a result of the advance notification and document delivery of shipments to military ocean terminals (Code 5).

(11) Pier Pass (http://www.pierpass.org/) or related charges levied in an attempt to reduce truck traffic and pollution during peak daytime traffic hours and to alleviate port congestion.

b. Transportation SFR WILL NOT INCLUDE:

(1) Storage, waiting time and/or handling charges (includes excess line haul costs associated with movement of shipment in bond to the U.S Customs House nearest the ultimate consignee), caused by failure of the origin transportation officer to furnish acceptable custom documents or by refusal of customs officials to clear shipments. These charges will be billed at rates provided in this solicitation when performed by the Transportation Service Provider. When services are performed by a third party, billing will be at the actual cost charged to the Transportation Service Provider and supported by third party invoices. The billing will reference applicable rate schedules and/or tariffs when charges are assessed in accordance with such publications. Charges for excess line haul costs, associated with movement in bond, are those expenses over the Transportation Service Provider's normal line haul operating expenses. Such expenses will be supported by an invoice for the actual charges, along with a copy of the freight agreement or other supporting documentation, to justify the excess cost.

(2) Any Government or public authority ordered charges for inspection (VACIS), disinfestations, decontamination, fumigation, demurrage or other charges occasioned by such orders not the fault of the Transportation Service Provider. TSP's are responsible for picking up shipments in a timely manner to prevent demurrage.

(3) Servicing of articles requiring services of third parties.

(4) When an article cannot be picked up or delivered from a residence by the conventional method (doorways, stairs, elevator to floor) or the structural nature of the residence must be changed to accommodate a pickup or delivery (removal of windows, doors, etc.), the Transportation Service Provider, upon approval of the PPSO will be authorized third party service or labor rates under Item 502, if performed by a local agent. This exception is directed at the pickups and deliveries from high rise apartment buildings (higher than two floors) and is not intended to be used for minor hoisting and lowering, such as first floor balconies in apartments and single family dwellings.

(a) Shipments picked up or delivered to a mini warehouse, which involve a carry in excess of 75 feet between the Transportation Service Provider vehicle and the outside entrance door of the actual storage area, the PPSO can authorize an excessive distance carry charge.

(b) Shipments picked up or delivered to a residence, with construction or other safety factors that prevents the Transportation Service Provider (through no fault of their own) from normal carry access within 75 feet, the PPSO can authorize an excessive distance carry charge. Approval must be granted prior to service being performed.

(c) Item 534 list the schedule of charges.

(5) Charges to the TSP by agents of the governmental body operating the seaport or air terminal where charges are incurred.

NOTE: Charges will only be considered when DOD specific and/or temporary in nature

Item 433 [LHS] ***Application of Transportation SFR - UB***

The transportation SFR, per gross hundredweight, filed with SDDC, including shipments between or within overseas (inter-theater/intra-theater) command applies from origin area to destination area, on UB shipments controlled by and moving on PPGBL. The SFR includes pickup at any point within the origin area and delivery to any point within the destination area

a. Transportation SFR INCLUDES THE FOLLOWING SERVICES:

(1) Packing, including use of packing containers and materials from origin to destination.

(2) Servicing and un-servicing of appliances.

(3) All land, water, and air transportation, except:

(a) Additional land transportation charges for shipments picked up or delivered from or to SIT.

(b) Port handling and stevedoring services within the military ocean terminal and Government arranged ocean movement.

(c) Terminal services within the AMC terminal and Government-arranged air movement.

(d) Bunker fuel charges (BSC), air fuel surcharges (100), port security surcharges (COF), port congestion surcharges (CON), and/or war risk surcharges (WAR), where applicable, and when actually billed to the ITGBL Transportation Service Provider by the ocean freight Transportation Service Provider, air Transportation Service Provider or port agent. Such charges will be separately stated on the GBL and supported by prorated ocean, air Transportation Service Provider or port agent invoices for the actual amount. (See Item 513 for application of the Fuel Surcharge for CONUS line haul, including Alaska and Hawaii). Note: port agents as used here means agents of the governmental body operating the seaport or air terminal where charges are incurred.

(4) Arranging customs clearance and other related services that pertain to and influence the movement of personal property, in compliance with all DOD, foreign, and domestic regulations; to include all export and import service charges and movement of shipments in bond, to the U.S. Customs House. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

(5) Placement of UB external shipping container/crate into member's residence, cutting of bands, and opening of external container/crate. If shipping container is too large for placement into residence, property must be removed and placed into residence as part of SFR.

(6) Ferry, tunnel, and bridge charges/tolls.

(7) For baggage shipments in excess of 250 pounds, Transportation Service Provider will notify the destination transportation officer in advance of delivery.

(8) For shipment weighing 250 or less, Transportation Service Provider will notify the destination transportation officer no later than 48 hours following delivery.

(9) At CONUS destinations where Transportation Service Provider is not represented by a UB agent, provide the PPSO the name, address, and telephone number of a point of contact who will make arrangements to accomplish those destination services that may be required by the local PPSO.

(10) Advise the destination PPSO by electrical transmission in advance of the RDD with the reason for delay and specify the date the shipment will be available for delivery in the event a shipment cannot be delivered by the RDD.

(11) Pier Pass (http://www.pierpass.org/) or related charges levied in an attempt to reduce truck traffic and pollution during peak daytime traffic hours and to alleviate port congestion.

b. Transportation SFR WILL NOT INCLUDE:

(1) Storage, waiting time, and/or handling charges (includes excess line haul costs associated with movement of shipment, in bond, to the U.S Customs House nearest the ultimate consignee), caused by failure of the origin transportation officer to furnish acceptable custom documents or by refusal of customs officials to clear shipments. These charges will be billed at rates provided in this solicitation when performed by the Transportation Service Provider. When services are performed by a third party, billing will be at the actual cost charged to the Transportation Service Provider and must be supported by third party invoices. The billing will reference applicable rate schedules and/or tariffs when charges are assessed in accordance with such publications. Charges for excess line haul costs, associated with movement in bond, are those expenses over the Transportation Service Provider's normal line haul operating expenses. Such expenses will be supported by an invoice for the actual charges, along with a copy of the freight agreement or other supporting documentation, to justify the excess cost.

(2) Any Government or public authority ordered charges for disinfestations, decontamination, fumigation, demurrage or other charges occasioned by such orders not the fault of the Transportation Service Provider.

(3) Servicing of articles requiring service of third parties, when ordered or authorized in writing by the PPSO.

(4) Unpacking of internal cartons/containers/crates when this service is preapproved by the PPSO and requested/verified by the member.

(5) Charges to the TSP by agents of the governmental body operating the seaport or air terminal where charges are incurred.

NOTE: Charges will only be considered when DOD specific and/or temporary in nature.

Item 434 ***Terms and Conditions for Code J Shipments***

These terms and conditions apply specifically to the handling and ITGBL management of Code J UB shipments moving between overseas areas and CONUS.

a. ITGBL Transportation Service Providers participating in Code J service agree to:

(1) Comply with requirements and procedures of AMC in reporting, documenting and handling military shipments.

This includes palletizing shipments, preparation of the Transportation Control Movement Document (TCMD), DD Form 1384, for each pallet or individual shipment, delivery of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from CONUS, from an overseas AMC air terminal, or from a Theater Shipping and Consolidation Point entity or conveyance.

(2) Accept 100 percent of the Code J traffic tendered.

(3) Assume on a door-to-door basis, full responsibility for shipments and liability to the limits prescribed in Item 410, Limitation of Transportation Service Provider Liability.

(4) Pick up cargo from AMC within one workday from time of notification and forward these shipments to their ultimate destination or take receipt of cargo from a Theater Shipping and Consolidation Point entity/conveyance no later than one workday from time of notification and forward these shipments to their ultimate destination.

(5) Configure all Code J pallets for DC-8 or DC-10 aircraft.

Item 435 ***Tender of Delivery of Containerized Shipments - HHG***

a.Transportation Service Provider must notify PPSO of arrival of containerized shipment and provide first available delivery date within one workday after arrival at agent's facility.

b. If notification is before 12 noon, the PPSO will furnish delivery instruction or SIT control number by 5 p.m. on date of notification. Delivery must be on the day of notification or following workday, otherwise SIT number must be provided.

c. If notification is after 12 noon, the PPSO will furnish delivery instructions or SIT control number by 12 noon the following workday. Delivery must be within 2 workdays following notification of delivery, otherwise SIT number will be provided.

(1) The PPSO will provide SIT control number or delivery instruction within 24 hours of time of notification.

(2) The SIT control number will be based on Transportation Service Provider's available delivery date, not the date of notification.

d. Waiting time will commence upon expiration of the time limits above.

NOTE: SIT control numbers in both scenarios b and c will be based on the Transportation Service Providers' available delivery date, not the date of notification.

Item 436 ***Tender of Delivery - UB***

a. Transportation Service Provider must notify the PPSO of arrival of a shipment within 1 working day after arrival at the agent's facility. Exception: Shipments weighing 250 pounds or less may be delivered direct and the PPSO notified within 48 hours of delivery.

b. If notification is before 12 noon, the PPSO will furnish delivery instructions or SIT control number by 5 p.m. on the date of notification. Delivery must be on the date of notification or the following workday, otherwise SIT control number must be provided. SIT will be effective on the date of notification.

c. If notification is after 12 noon, the PPSO will furnish delivery instructions or SIT control number by 12 noon the following workday. Delivery must be within 2 days following notification of arrival by Transportation Service Provider, otherwise SIT will be effective on the workday following Transportation Service Provider notification to PPSO.

Item 437 ***Special Provisions for Movement of Personal Property***

When circumstance beyond the control of the Transportation Service Provider or Government prevent the Transportation Service Provider/agent from performing services under normal means, special provisions will be authorized to continue movement of property. Provisions will be added or amended, as required, in Chapter 5 of this Solicitation.

Item 438 ***Special Provisions for HHG Shipments Arriving/Departing Portugal (PO)***

When HHG are shipped to Portugal as "LCL" or "groupage" in shipping containers directly to the port of Lisbon, which requires separation and processing by different destination agents, they are placed by the Port Authority into a bonded warehouse pending customs clearance. SFR will be increased and provisions added under Item 533.

Item 439 ***Use of Wardrobe Cartons***

At the option of the service member, either upright or flat wardrobe cartons will be used in containerized international codes of service (Codes 3, 4, 5, 6, and T). If the member expresses no preference, the Transportation Service Provider may select the type of wardrobe used. Upright wardrobe cartons are defined as wardrobe cartons with metal hanging bars. Cartons will be of sufficient cubic volume so that packed clothes will hang freely. Items will not be packed on the bottom of the carton. SFR will apply.

Item 440 ***Partial Withdrawal from SIT***

a. Items for withdrawal should be indicated at the time of packing, when possible.

b. Only complete cartons or item numbers on the inventory may be withdrawn. Individual cartons will not be opened.

c. Inventory item numbers will be furnished by the member to the PPSO, who will, in turn, order the service.

d. Certification of DD Form 619 by the PPSO is required.

e. The member or any other person responsible for payment of the freight charges will have the right to be present at the Transportation Service Provider's facility during the sorting of the property. The Transportation Service Provider will deliver, or the member has the option to pick up, the property.

f. Transportation Service Provider is responsible for obtaining weight of portion withdrawn. See Item 531, for applicable charges.

Item 441 ***Sealing of Containers***

All containerized HHG and UB external shipping containers will be sealed at the origin pickup point with accountable seals. Four seals are required for each HHG container. These seals will secure the access overlap door and side panels. Two seals, as a minimum, will be used on each UB external container and will secure the access overlap top and ends. If only two seals out of the four are used, the seals not used will be destroyed at the time of sealing or placed on the container. They cannot be used on another container or shipment. Seal numbers will be recorded on the inventory, either beside the container number or annotated by individual container number on the last page of the inventory.

Item 442 [MSG] ***Miscellaneous Charge***

Billing Note: Use Billing code 442A when billing a miscellaneous charge via CWA.

Any authorized charge incurred by the Transportation Service Provider, which is not covered by any other designated service code and not performed by a third party service, will be billed as a miscellaneous charge. A description of the service is required.

Item 443 ***Certification of DD Form 619 in the Republic of the Philippines***

a. Air Force Shipments. DD Forms 619 must be sent to the following for certification:

Chief, Traffic Management Branch
ATTN: LGTRT
25 E Street, Suite I326
Hickam AFB, HI 96853-5427

b. Navy Shipments. Certification of DD Form 619 for accessorial services may be accomplished by the service member or service member's designated agent, not the Transportation Service Provider's agent.

Item 444 ***Pickup at or Delivery to a Military Terminal***

When notified that an entire shipment is available for pickup at a military terminal (air or water), the Transportation Service Provider will pick up the shipment as soon as possible, but not later than 1 workday for military air terminals and not later than 5 workdays for military water terminals from date of receipt of notification. If the shipment is not removed within that period, the terminal PPSO has the option of charging storage in accordance with the rate tender beginning on the second or sixth day (whichever is appropriate) and/or terminating the PPGBL and issuing a new PPGBL for onward movement by the same or different mode/method of transportation. Upon delivery of a shipment to a military air or ocean terminal, the Transportation Service Provider agrees to provide the terminal PPSO with a memorandum copy of the PPGBL describing the shipment.

Item 445 ***General Average/Salvage***

On ocean shipments, in addition to its tariff/tender, the Transportation Service Provider assumes full liability for and will pay all contribution in general average or salvage assessed against personal property and will provide bonds or make arrangements for the prompt release of the shipments from any maritime lien arising there from.

Item 446 ***Unloading and Unpacking at Destination***

Unloading at destination will include the one-time laying of rugs and one-time placement of furniture and like items in the appropriate room of the dwelling or a room designated by the member. All articles disassembled by the Transportation Service Provider or originating from NTS will be reassembled. On a one-time basis, all barrels, boxes, cartons, and/or crates will be unpacked, and the contents will be placed in a room designated by the member. This includes placement of articles in cabinets, cupboards, or on shelving in the kitchen when convenient and consistent with safety of the article(s) and in proximity of the area desired by the member; however, it does not include arranging the articles in a manner desired by the member. The unpacking service and removal of debris will be performed to the satisfaction of the member.

Item 447 ***Claims for Additional Charges***

Claims for additional transportation or additional accessorial charges over and above those originally assessed by the Transportation Service Provider and paid for by the Government will be presented first to the disbursing office of the military agency which paid the original bill. The claims will contain a full explanation as to the reasons why they are being presented and state specifically the amount claimed. Disputes arising out of such undercharge claims or overcharge claims by the Government against the Transportation Service Provider, not otherwise settled to the satisfaction of either party, will be made the subject of correspondence directly between the Transportation Service Provider, and SDDC or GSA or both, or will be the subject of a discussion between the parties stated above within 60 days after either party makes such a request. The failure of the parties to reach an agreement or eliminate the dispute under the procedure will in no way preclude either party from subsequently exercising the legal and administrative remedies otherwise available, providing that no suit filed by the Transportation Service Provider will be prosecuted to trial before exhaustion of the administrative remedies described above.

Item 448 ***Customer Satisfaction Surveys***

SDDC will survey members at the completion of each of their moves. These Customer Satisfaction Surveys will determine members' satisfaction with Transportation Service Providers services at origin, destination, and their overall satisfaction with the Transportation Service Providers performance. SDDC will use the results of these surveys to determine a Performance Score for each Transportation Service Provider in the Defense Personal Property Program. Each Transportation Service Provider's Customer Satisfaction Survey Score will be part of the Defense Personal Property Program's traffic distribution methodology. TQAP procedures will continue for shipments moving in accordance with this solicitation.

Item 449 ***Military Shipment Label, DD Form 1387 Requirement for Code T Shipments***

Origin agents are responsible for preparing and attaching a DD Form 1387 (Military Shipping Label – MSL) in accordance with the Defense Transportation Regulation (DTR, 4500.9R) including the requirement for linear and two dimensional (2D bar coding). The 2D MSL bar code will be in accordance with Materials Handling Standard MH10.8.2. Please refer to Item 1103 for Code J 2D MSL requirements.

Billing Instructions – Household Goods/Unaccompanied Baggage

The following billing documents are required for all military services, including Coast Guard. These documents, when applicable and upon request, must accompany the transportation service provider's payment request to CWA.

1. Original GBL. Accomplished or supported by certification of liability as specified in Item 5 below
2. Original of scale weight ticket(s) prepared by weight master(s)
3. Original "Statement of Accessorial Services Performed" (DD Form 619) when charges are assessed for accessorial services, not including SIT
4. Certification of liability during SIT period until delivery to consignee when billing separately for charges from point of origin to point of storage
5. Copy of commercial ocean/air freight bill for shipments between points in CONUS and points outside of CONUS
6. "Justification Certificate for Use of a Foreign Flag Vessel or Aircraft" when American flag service is unavailable or necessity of the traveler's mission requires use of foreign flag
7. Original document authenticating diversions or re-consignment; prepared, signed, and provided by PPSO requesting and authorizing the action
8. "Certification of Ocean Freight Charges"
9. A copy of the "one-time-only" rate tender, if applicable

General Notes:

(1) The transportation service provider may, at its option, prepare a certificate bearing a statement designating the warehouse agent of the line haul transportation service provider for SIT and delivery-out charges (and other applicable related charges) authorized by the GBL to which the certificate pertains. (GAO Policy and Procedures Manual for Guidance of Federal Agencies, paragraph 3075.20.)

(2) Applies only to shipments within CONUS and between CONUS and points outside CONUS. All DD Forms 619 submitted with billing for payment will be fully completed with applicable entries except for the "Unit Price" and "Charge" columns. Completion of these two columns is optional with the transportation service provider or its agent. If the transportation service provider or agent completes these columns on the DD Form 619 submitted with the billings, the total of accessorial charges may be shown on the TSP's billing in lieu of itemization of individual unit prices or charges. When supplemental bill for SIT is presented by the linehaul transportation service provider or agent, in addition to other documents, a legible memorandum copy of the GBL and a copy of the original billing document must be submitted.

CHAPTER V - SCHEDULE OF RATES AND CHARGES

GENERAL REQUIREMENTS AND CONDITIONS

1. Commodity or Service: HHG: Codes 3, 4, 5, 6, & T
UB: Codes 7, 8, & J

2. International Schedule of Rates: International Personal Property Rate Solicitation, I-16

3. Between:

All points in the United States
(other than Hawaii); Alaska
is considered within CONUS for
HHG, overseas for UB

4. And:

Overseas points (including
Hawaii) and between inter-theater
and intra-theater commands

5. Transportation Service Provider Certification: By filing rates and certification thereof, Transportation Service Providers certify they hold the necessary authority and do hereby, offer on a continuing basis to SDDC (to include the military departments of the Government and the Coast Guard, hereinafter called the Government), pursuant to Section 10721 of the Interstate Commerce Act, or other appropriate authority, the transportation services herein described, subject to the terms and conditions herein stated, the property to which rates herein apply must be shipped by or for the United States Government on a PPGBL.

6. Rate: As filed with SDDC.

7. Minimum Weights: As provided herein.

8. Accessorial Services: The accessorial services shown herein, which are not included in the transportation SFR will be furnished by the Transportation Service Provider upon request of the shipper at the rates or charges specified herein.

9. Lawful Performance: Operating Authorities: By submission of rates, the Transportation Service Provider(s) represent(s) to the United States that the services will be performed in accordance with applicable Federal, state, and municipal laws and regulation and that the Transportation Service Provider(s) possess(es) the required operating authority to transport the commodity from, to, or between the places herein set forth, as embraced in the following dockets, permits or temporary operating authorities; as authorized to each individual Transportation Service Provider participating in the ITGBL program shown herein by Federal, state or municipal Governments, or Exempt Carriage.

10. Payment: The Transportation Service Provider shall bill the United States through CWA.

11. Assignment of Bills. Except for assignment of payment of the Transportation Service Provider's original bills to a bank, factor, or other financial institution for collection, the Transportation Service provider will not subjugate its rights and/or interest in the bills for service, rates and charges on which such charges are based, or any subsequent claims thereon to third parties, unless the subrogation is revocable and under the Transportation Service Provider's control. The Transportation Service Provider will always retain the right and authority either to claim or not to claim or to cancel claims on services to the military services which their company furnished and/or billed for, and they do not now have, nor will they enter into, agreements with parties not subject to their control which in any way infringe, controvert, or otherwise subordinate or prevent the Transportation Service Provider from deciding unilaterally whether it will, or will not, submit a claim or file suits against the Government or pay a claim by the Government after the original bill for services performed under this tender has been submitted. Failure to comply with the above certification will make the Transportation Service Provider ineligible to participate in the DOD Personal Property Shipment and Storage Program, and the sole determination in this matter will rest with DOD through SDDC.

12. References: Where reference is made in this solicitation to an item, such reference will be deemed to include amendments thereto or reissues thereof, unless otherwise specified herein.

13. Filing With Regulatory Bodies: Transportation Service Provider(s) certifies (certify), where required, the requisite number of copies of this document is being filed concurrently with the Surface Transportation Board in accordance with Section 10721 of the Interstate Commerce Act or with other regulatory agencies as appropriate.

14. Alternation: Volume Of Traffic: This schedule of rates and charges will not apply for a Transportation Service Provider where the total charges accruing hereunder exceed the total charges otherwise applicable for that Transportation Service Provider for the same service(s). Submission of single factor rates will not be construed as a guarantee by the Government of any particular volume of the traffic.

Item 500 ***Additional Services***

a. The column headed "Area Application" lists there under the state, installations, and the counties of the state under the DOD area of responsibility. Such "Area Application" also applies to U.S. Coast Guard shipments as further explained hereunder.

b. The rates and schedules shown opposite these installations apply in dollars and cents for services performed in the counties named for such installation.

EXAMPLE 1: Services performed at CHAMBERS COUNTY, AL

Under the state listing for Alabama, Chambers County is shown under the installation of "Fort Benning, GA." All rates and schedule opposite "Fort Benning, GA" apply for services performed in Chambers County. (The same rates and schedules would also apply when services are performed in Lee and Russell Counties, AL.)

EXAMPLE 2: Services performed at CHATTAHOOCHEE COUNTY, GEORGIA

Under the state listing for GEORGIA, Chattahoochee County is shown under the installation of "Fort Benning, GA." All rates and schedules opposite "Fort Benning, GA" apply for services performed in Chattahoochee County. (The same rates and schedules would also apply when services are performed in Harris, Marion, Meriwether, Muscogee and the other Georgia Counties named under Ft. Benning, GA.)

c. The rates and schedules for the installations shown herein also apply to U.S. Coast Guard shipments. To ascertain such rates and schedules, locate the county and state where the service(s) are being performed. The rates and schedules opposite the DOD installations will apply for services performed in any of the counties named for the DOD installations.

Explanation of Abbreviations used in this Section:

ADDL	Additional
EA	Each
ELV	Elevator
1st	First
L/C	Long Carry
O/T	Overtime
P/D	Pickup or Delivery
REG	Regular
S/C	Stair Carry
SIT	Storage-in-Transit
W/H	Warehouse Handling

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502ª)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534ª)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518ª)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520ª)
ALABAMA							
Fort Benning, GA (CFAT) Chambers, Lee, Russell	12.32	16.06	A	1.36	.11	2.56	A
Fort Rucker, AL (FHAT) Barbour, Coffee, Covington, Dale, Geneva, Henry, Houston, Pike	12.32	16.06	A	1.20	.10	2.15	A
JPPSO San Antonio, TX (HAFC) Autauga, Baldwin, Bullock, Butler, Chilton,, Clarke, Coosa, Conecuh, Crenshaw, Dallas, Elmore, Escambia Lowndes, Macon, , Mobile, Monroe, Montgomery, Perry, Tallapoosa,, Washington Wilcox	12.32	16.06	A	1.64	.12	3.45	D
NAS Meridian, MS (FNNT) Choctaw, Greene, Hale, Marengo, Sumter	17.27	22.00	C	1.20	.10	3.03	D
Redstone Arsenal, AL (FIAM) Bibb, Blount, Calhoun, Cherokee, Clay, Cleburne, Colbert, Cullman, de Kaib, Etowah, Fayette, Franklin, Jackson, Jefferson, Lamar, 81auderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Pickens, Randolph, Saint Clair, Shelby, Talladega, Tuscaloosa, Walker, Winston	17.27	22.00	A	1.56	.12	3.65	F
ARIZONA							
JPPSO-COS, Colorado Springs CO (KKFA) Apache, Coconino, Gila, Graham, Greenlee, Maricopa, Mohave, Navajo, Pima, Pinal, Yavapai	18.87	27.01	C	1.79	.13	3.85	G
Fort Huachuca, AZ (KDAK) Cochise, Santa Cruz	18.81	26.84	C	1.48	.11	3.85	G
MCAS Yuma, AZ (KDML) La Paz, Yuma	13.20	18.87	A	1.26	.10	2.34	C
ARKANSAS							
Fort Sill, OK (HOAT) Benton, Boone, Carroll, Crawford, Franklin, Johnson, Logan, Madison, Montgomery, Newton, Polk, Pope, Scott, Sebastian, Washington, Yell	19.25	23.98	C	1.52	.11	2.97	F
JPPSO San Antonio, TX (HAFC)	19.25	24.20	A	1.52	.11	2.48	E

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Arkansas, Baxter, Clay, Cleburne, Conway, Craighead, Faulkner, Fulton, Garland, Grant, Greene, Hot Spring, Independence, Izard, Jackson, Jefferson, Lawrence, Lonoke, Marion, Mississippi, Perry, Poinsett, Prairie, Pulaski, Randolph, Saline, Searcy, Sharp, Stone, Van Buren, White							
NSA Memphis, TN (FDNT)	13.48	17.88	A	1.52	.11	2.75	E
Crittenden, Cross, Lee, Monroe, Phillips, Saint Francis, Woodruff							
Red River AD, TX (HBAQ)	12.32	16.06	A	1.20	.10	2.15	A
Ashley, Bradley, Calhoun, Chicot, Clark, Cleveland, Columbia, Dallas, Desha, Drew, Hempstead, Howard, Lafayette, Lincoln, Little River, Miller, Nevada, Ouachita, Pike, Sevier, Union							
CALIFORNIA							
JPPSO-COS, Colorado Springs CO (KKFA)	33.99	47.19	D	2.33	.15	6.13	P
Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, El Dorado, Glenn, Humboldt**,** Kern (excluding Cities of Inyokern, Johannesburg, Randsburg, Ridgecrest, Saltdale), Lake, Lassen, Los Angeles (Cities of Elizabeth Lake, Hi Vista, Lake Hughes, Lancaster, Leona Valley, Littlerock, Palmdale, Pearblossom, Quartz Hill)Madera, Mariposa, Mendocino, Merced, Modoc, Mono, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, San Luis Obispo, Santa Barbara Shasta, Sierra, Siskiyou, Solano, Stanislaus, Sutter, Tehama, Trinity, Tuolomne, Yolo, Yuba							
Fleet & Industrial Supply Center, San Diego, CA (LKNQ)	30.20	42.74	D	2.11	.15	5.79	M
San Diego (Southern Half) (Cities of Alpine, Del Mar, Chula Vista, Coronado, El Cajon, Imperial Beach, Jamul, Julian, La Jolla, La Mesa, Los Penasquitos, National City, Poway, Rancho Bernardo, Ramona, San Ysidro, and cities east to Imperial County Line)							
Seal Beach, CA (LENQ)	30.20	42.74	D	2.11	.15	5.79	M
Los Angeles (except cities shown for JPPSO-COS (KKFA)), Orange (north of Highways 55/91 in the direction of and to the Riverside County Line), (south of Highways 55/91 in the direction of and to the Riverside County Line, see Camp Pendleton (LFMT)							
Integrated Support Command, Alameda, CA (LHNQ)	33.99	47.19	D	2.33	.15	6.13	P
Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma							
MCAGCC Twenty-Nine Palms, CA (LIMT)	30.20	42.74	D	2.11	.15	5.79	M
Riverside (Cities of Banning, Beaumont, Blythe, Cabazon, Cathedral City, Coachella, Desert Hot Springs, Indio, La Quinta, Mecca, Palm Desert, Palm Springs, Rancho Mirage, Thermal, Thousand Palms), **San Bernardino** (Cities of Big Bear City, Cross Roads, Earp, Fallsvale, Fawnskin, Parker Dam, Pioneertown, Twentynine Palms, Yucca Valley)							
MCAS Yuma, AZ (KDML)	28.33	35.92	D	1.64	.12	4.41	J

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Imperial (City of Winterhaven)							
MCB Camp Pendleton, CA (LFMT)	30.20	42.74	D	2.11	.15	5.79	M
Orange (south of Highway 55); Riverside (except cities shown for MCAGCC Twenty-Nine Palms, CA); San Bernardino (Cities of Cajon, Chino, Colton, Devore, Fontana, Highland, Lake Arrowhead, Loma Linda, Lytle Creek, Mentone, Montclair, Mt. Baldy, Ontario,Redlands, Rialto, Running Springs, San Bernardino, Upland, Verdemont, Wrightwood, Yucaipa); San Diego (Northern Half) (Cities of Bonsall, Borrego Springs, Cardiff, Carlsbad, Encinitas, Escondido, Fallbrook, La Costa, Leucadia, Oceanside, Solana Beach, Valley Center, Vista, Warner Springs)							
NAF El Centro, CA (LENL)	28.33	35.92	D	1.64	.12	4.41	J
Imperial (Except City of Winterhaven, see MCAS Yuma, AZ)							
NAS Lemoore, CA (LGNL)	27.67	37.5	D	1.67	.12	4.61	K
Fresno, Kings, Tulare							
NAVAIRWPNCTR China Lake, CA (LENV)	30.20	42.74	D	2.11	.15	5.79	M
Inyo, Kern (Cities of Inyokern, Johannesburg, Randsburg, Ridgecrest, and Saltdale), San Bernardino (Cities of Argus, Pioneer Point, Red Mountain, Trona)							
NCBC Port Hueneme, CA (LDNP)	30.20	42.74	D	2.11	.15	5.79	M
Ventura							
NTC Fort Irwin, CA (LKAT)	30.20	42.74	D	2.11	.15	5.79	M
San Bernardino (Cities of Adelanto, Apple Valley, Baker, Barstow, Daggett, Helendale, Hesperia, Hodge, Kelso, Lenwood, Lucerne Valley, Needles, Newberry Springs, Oro Grande, Phelan, Pinon Hills, Victorville, Yermo)							
Presidio of Monterey, CA (LHAT)	33.99	47.19	D	2.33	.15	5.36	P
Monterey, San Benito, Santa Cruz (excluding shipments for members assigned to Naval Postgraduate School, Fleet Numerical Meteorology & Oceanography Center and Coast Guard Station Monterey)							
Naval Postgraduate School, CA (LFNT)	33.99	47.19	D	2.33	.15	5.36	P
Monterey, San Benito, Santa Cruz (shipments for members assigned to Naval Postgraduate School, Fleet Numerical Meteorology & Oceanography Center and Coast Guard Station Monterey)							
COLORADO							
JPPSO-COS, Colorado Springs, CO (KKFA)	27.28	40.92	D	1.67	.12	6.13	J

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Adams, Alamosa, Arapahoe, Archuleta, Baca, Bent, Boulder, Chaffee, Cheyenne, Clear Creek, Conejos, Costilla, Crowley, Custer, Delta, Denver, Dolores, Douglas, Eagle, El Paso, Elbert, Fremont, Garfield, Gilpin, Grand, Gunnison, Hinsdale, Huerfano, Jackson, Jefferson, Kiowa, Kit Carson, Lake, La Plata, Larimer, Las Animas, Lincoln, Logan, Mesa, Mineral, Moffat, Montezuma, Montrose, Morgan, Otero, Ouray, Park, Phillips, Pitkin, Prowers, Pueblo, Rio Blanco, Rio Grande, Routt, Saguache, San Juan, San Miguel, Sedgwick, Summit, Teller, Washington, Weld, Yuma							
CONNECTICUT							
JPPSO-NE, Chelmsford, MA (AGFM)	25.19	33.39	B	2.11	.13	4.41	L
Hartford, Litchfield, Middlesex, New Haven, New London, Tolland, Windham							
USMA West Point, NY (DCAT)	28.38	38.06	D	2.57	.16	5.64	O
Fairfield							
DELAWARE							
JPPSO-NE, Chelmsford, MA (AGFM)	24.53	30.20	B	1.64	.12	4.27	I
Kent, New Castle, Sussex							
DISTRICT OF COLUMBIA							
JPPSOWA, Fort Belvoir, VA (BGAC)	20.74	27.17	A	1.76	.12	3.65	J
District of Columbia							
FLORIDA							
***JPPSO San Antonio (HAFC)**	18.32	23.71	C	1.64	.12	4.49	F
Bay, Brevard, Calhoun, Charlotte, Citrus, De Soto, Franklin, Gadsden, Glades, Gulf, Hamilton, Hardee, Hernando, Highlands, Hillsborough, Holmes, Indian River, Jackson, Jefferson, Lafayette, Lake, Leon, Liberty, Madison, Manatee, Martin, Okaloosa, Okeechobee, Osceola, Orange, Osceola, Pasco, Pinellas, Polk, Saint Lucie, Sarasota, Seminole, Sumter, Suwannee, Taylor, Volusia, Wakulla, Walton, Washington							
*CONV inbound shipments placed into SIT will utilize the rates from HAFC.							
Fleet & Industrial Supply Center, Jacksonville, FL (CNNQ)	15.40	20.19	C	1.48	.11	3.49	D

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Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Flagler, Gilchrist, Levy, Marion, Nassau, Putnam, Saint Johns, Union							
NAS Key West, FL (CQNL) Monroe, Monroe (Keys)	12.32	16.06	A	1.48	.11	2.48	C
NAS Pensacola, FL (CONT) Escambia, Santa Rosa	18.32	23.71	C	1.42	.11	3.45	D
Seventh CG District Office, Miami, FL (CLPK) Broward, Collier, Dade, Hendry, Lee, Palm Beach	18.87	22.6	A	1.67	.12	3.03	F
GEORGIA							
Fleet & Industrial Supply Center, Jacksonville, FL (CNNQ) Camden, Charlton, Glynn	12.87	19.36	C	1.35	.11	2.70	D
Fort Benning, GA (CFAT) Chattahoochee, Harris, Marion, Meriwether, Muscogee, Schley, Stewart, Talbot, Taylor, Troup, Webster	12.32	16.06	A	1.35	.11	2.56	A
Fort Gordon, GA (CGAT) Burke, Columbia, Emanuel, Glascock, Jefferson, Jenkins, Lincoln, McDuffie, Richmond, Screven, Taliaferro, Warren, Wilkes	12.65	16.72	A	1.35	.11	2.70	D
Fort Stewart, GA (CHAT) Appling, Bacon, Banks, Barrow, Bartow, Brantley, Bryan, Bulloch, Candler, Carroll, Catoosa, Chatham, Chattooga, Cherokee, Clarke (Army/Air Force), Clayton, Cobb, Coweta, Dade, Dawson, De Kalb, Douglas, Effingham, Elbert, Evans, Fannin, Fayette, Floyd, Forsyth, Franklin, Fulton, Gilmer, Gordon, Greene, Gwinnett, Habersham, Hall, Haralson, Hart, Heard, Henry, Jackson, Jeff Davis, Liberty, Long, Lumpkin, Madison, McIntosh, Morgan, Murray, Newton, Oconee, Oglethorpe, Paulding, Pickens, Pierce, Polk, Rabun, Rockdale, Spalding, Stephens, Tattnall, Toombs, Towns, Union, Walker, Walton, Wayne, White, Whitfield	19.25	25.47	D	1.93	.13	3.65	E
MCLB Albany, GA (CFMQ) Baker, Calhoun, Clay, Crisp, Decatur, Dougherty, Early, Grady, Lee, Miller, Mitchell, Quitman, Randolph, Seminole, Sumter, Terrell, Turner, Worth	12.32	16.06	A	1.35	.11	2.70	B
NSCS Athens, GA (CGNT)	19.25	25.47	D	1.93	.13	3.65	E

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Clarke (Navy/Marine Corps/Coast Guard)							
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	1.35	.11	2.34	A
Atkinson, Baldwin, Ben Hill, Berrien, Bibb, Bleckley, Brooks, Butts, Clinch, Coffee, Colquitt, Cook, Crawford, Dodge, Dooly, Echols, Hancock, Houston, Irwin, Jasper, Johnson, Jones, Lamar, Lanier, Laurens, Lowndes, Macon, Monroe, Montgomery, Peach, Pike, Pulaski, Putnam, Telfair, Thomas, Tift, Treutlen, Twiggs, Upson, Ware, Washington, Wheeler, Wilcox, Wilkinson							
IDAHO							
JPPSO-COS Colorado Springs CO (KKFA)	21.67	29.32	D	1.64	.12	4.49	H
Ada, Adams, Bannock, Bear Lake, Benewah, Bingham, Blaine, Boise, Bonner, Bonneville, Boundary, Butte, Camas, Canyon, Caribou, Cassia, Clark, Clearwater, Custer, Elmore, Franklin, Fremont, Gem, Gooding, Idaho, , Kootenai, Jefferson, Jerome, Latah, Lemhi, Lewis, Lincoln, Madison, Minidoka, Nez Perce, Oneida, Owyhee, Payette, Power, Shoshone, Teton, Twin Falls, Valley, Washington							
ILLINOIS							
Crane Division, NSWC, Crane, IN (GONM)	12.65	16.72	A	1.20	.10	2.15	A
Crawford, Edwards, Jasper, Lawrence, Richland, Wabash							
NTC Great Lakes, IL (GLNT)	40.92	51.81	D	2.43	.16	6.00	Q
Boone, Bureau, Cook, De Kalb, Du Page, Grundy, Kane, Kendall, Lake, La Salle, Lee, McHenry, Ogle, Putnam, Will, Winnebago							
Rock Island Arsenal, IL (GLAM)	26.51	33.11	C	1.67	.12	4.61	H
Carroll, Henderson, Henry, Jo Daviess, Knox, Mercer, Rock Island, Stephenson, Warren, Whiteside							
JPPSO-NE, Chelmsford MA (AGFM)	40.92	51.81	D	2.43	.16	6.00	Q
Adams, Alexander, Bond, Brown, Calhoun, Cass, Champaign, Christian, Clark, Clay, Clinton, Coles, Cumberland, De Witt, Douglas, Edgar, Effingham, Fayette, Ford, Franklin, Fulton, Gallatin, Greene, Hamilton, Hancock, Hardin, Iroquois, Jackson, Jefferson, Jersey, Johnson, Kankakee, Livingston, Logan, McDonough, McLean, Macon, Macoupin, Madison, Marion, Marshall, Mason, Massac, Menard, Monroe, Montgomery, Morgan, Moultrie, Peoria, Perry, Piatt, Pike, Pope, Pulaski, Randolph, Saint Clair, Saline, Sangamon, Schuyler, Scott, Shelby, Stark, Tazewell, Union, Vermillion, Washington, Wayne, White, Williamson, Woodford							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
INDIANA							
Crane Division, NSWC, Crane, IN – (GONM)	21.29	31.96	A	1.64	.10	4.96	J
Bartholomew, Brown, Clark, Clay, Crawford, Daviess, Dubois, Floyd, Gibson, Greene, Harrison, Jackson, Jefferson, Jennings, Knox, Lawrence, Martin, Monroe, Ohio, Orange, Owen, Perry, Pike, Posey, Scott, Spencer, Sullivan, Switzerland, Vanderburgh, Vigo, Warrick, Washington							
NTC Great Lakes, IL (GLNT)	40.92	51.81	C	2.43	.16	6.00	Q
Lake, La Porte, Porter							
JPPSO-NE, Chelmsford, MA (AGFM)	23.71	35.71	C	1.88	.13	4.96	J
Adams, Allen, Benton, Blackford, Boone, Carroll, Cass, Clinton, De Kalb, Dearborn, Decatur, Delaware, Elkhart, Fayette, Fountain, Franklin, Fulton, Grant, Hamilton, Hancock, Hendricks, Henry, Howard, Huntington, Jasper, Jay, Johnson, Kosciusko, Lagrange, Madison, Marion, Marshall, Miami, Montgomery, Morgan, Newton, Noble, Parke, Pulaski, Putnam, Randolph, Ripley, Rush, St. Joseph, Shelby, Starke, Steuben, Tippecanoe, Tipton, Union, Vermillion, Wabash, Warren, Wayne, Wells, White, Whitley							
IOWA							
JPPSO-COS, Colorado Springs CO (KKFA)	29.32	42.52	D	1.76	.12	4.61	J
Adair, Adams, Audubon, Boone, Buena Vista, Calhoun, Carroll, Cass, Cherokee, Clarke, Clay, Crawford,Dallas, Decatur, Dickinson, Emmet, Fremont, Greene, Guthrie, Hamilton, Hancock, Harrison, Humboldt, Ida, Kossuth, Lyon, Madison, Mills, Monona, Montgomery, O'Brien, Osceola, Page, Palo Alto, Plymouth, Pocahontas, Polk, Pottawattamie, Ringgold, Sac, Shelby, Sioux, Story, Taylor, Union, Warren, Webster, Winnebago, Woodbury, Wright							
Rock Island Arsenal, IL (GLAM)	30.86	42.74	D	1.76	.12	5.03	J
Allamakee, Appanoose, Benton, Black Hawk, Bremer, Buchanan, Butler, Cedar, Cerro Gordo, Chickasaw, Clayton, Clinton, Davis, Delaware, Des Moines, Dubuque, Fayette, Floyd, Franklin, Grundy, Hardin,Henry, Howard, Iowa, Jackson, Jasper, Jefferson, Johnson, Jones, Keokuk, Lee, Linn, Louisa, Lucas, Mahaska, Marion, Marshall, Mitchell, Monroe, Muscatine, Poweshiek, Scott, Tama, Van Buren, Wapello, Washington, Wayne, Winneshiek, Worth							
KANSAS							
Fort Leavenworth, KS (KPAT)	30.20	40.10	D	1.64	.12	4.61	I
Anderson, Atchison, Brown, Coffey, Doniphan, Douglas, Franklin, Jackson, Jefferson, Johnson, Leavenworth, Linn, Miami, Nemaha, Osage, Shawnee, Wyandotte							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG	ITEM 502 LABOR O/T	ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL DAY	ITEM 520 SIT P/D W/H	ITEM 520 SIT P/D SCH
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)
Fort Riley, KS (KOAT)	12.32	16.06	A	1.35	.11	2.56	A
Clay, Cloud, Dickinson, Ellis, Ellsworth, Geary, Graham, Jewell, Lincoln, Lyon, Marshall, Mitchell, Morris, Norton, Osborne, Ottawa, Phillips, Pottawatomie, Republic, Riley, Rooks, Russell, Saline, Smith, Trego, Wabaunsee, Washington							
JPPSO-COS, Colorado Springs, CO (KKFA)	15.13	22.66	A	1.35	.11	2.97	C
Allen, Barber, Barton, Bourbon, Butler, Chase, Chautauqua, Cherokee, Cheyenne, Clark, Comanche, Cowley, Crawford, Decatur, Edwards, Elk, Finney, Ford, Gove, Grant, Gray, Greeley, Greenwood, Hamilton, Harper, Harvey, Haskell, Hodgeman, Kearny, Kingman, Kiowa, Labette, Lane, Logan, McPherson, Marion, Meade, Montgomery, Morton, Neosho, Ness, Pawnee, Pratt, Rawlins, Reno, Rice, Rush, Scott, Sedgwick, Seward, Sheridan, Sherman, Stafford, Sumner, Stanton, Stevens, Thomas, Wallace, Wichita, Wilson, Woodson							
KENTUCKY							
Fort Campbell, KY (FAAT)	17.11	22.44	C	1.48	.11	3.57	C
Ballard, Caldwell, Calloway, Carlisle, Christian, Crittenden, Fulton, Graves, Henderson, Hickman, Hopkins, Livingston, Logan, Lyon, McCracken, McLean, Marshall, Muhlenberg, Todd, Trigg, Union, Webster							
Fort Knox, KY (FAAM)	12.82	17.16	A	1.42	.11	2.75	D
Adair, Allen, Barren, Breckinridge, Bullitt, Butler, Carroll, Casey, Clinton, Cumberland, Daviess, Edmonson, Grayson, Green, Hancock, Hardin, Hart, Henry, Jefferson, Larue, Marion, Meade, Metcalf, Monroe, Nelson, Ohio, Oldham, Russell, Shelby, Simpson, Spencer, Taylor, Trimble, Warren, Washington, Wayne							
Lexington-Blue Grass Depot, KY (FAAQ)	23.71	35.48	B	1.88	.13	4.96	J
Anderson, Bath, Bell, Boone, Bourbon, Boyd, Boyle, Bracken, Breathitt, Campbell, Carter, Clark, Clay, Elliott, Estill, Fayette, Fleming, Floyd, Franklin, Gallatin, Garrard, Grant, Greenup, Harlan, Harrison, Jackson, Jessamine, Johnson, Kenton, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lewis, Lincoln, McCreary, Madison, Magoffin, Martin, Mason, Menifee, Mercer, Montgomery, Morgan, Nicholas, Owen, Owsley, Pendleton, Perry, Pike, Powell, Pulaski, Robertson, Rockcastle, Rowan, Scott, Whitley, Wolfe, Woodford							
LOUISIANA							
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	1.35	.11	2.28	B
Bienville, Bossier, Caddo, Caldwell, Claiborne, De Soto, East Carroll, Franklin, Jackson, Lincoln, Madison, Morehouse, Ouachita, Red River, Richland, Tensas, Union, Webster, West Carroll							
Fort Polk, LA (FSAT)	12.32	16.06	A	1.35	.11	3.17	B
Allen, Avoyelles, Beauregard, Calcasieu, Cameron, Catahoula, Concordia, Evangeline, Grant, Jefferson Davis, La Salle, Natchitoches, Rapides, Sabine, Vernon, Winn							
NSA New Orleans, LA (FRNQ)	15.29	17.82	B	1.35	.11	3.17	D

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG	ITEM 502 LABOR O/T	ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL DAY	ITEM 520 SIT P/D W/H	ITEM 520 SIT P/D SCH
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)
Acadia, Arcadia, Ascension, Assumption, East Baton Rouge, East Feliciana, Iberia, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, Plaquemines, Point Coupee, St. Bernard, St. Charles, St. Helena, St. James, St. John the Baptist, St. Landry, St. Martin, St. Mary, St. Tammany, Tangipahoa, Terrebonne, Vermilion, Washington, West Baton Rouge, West Feliciana							
MAINE							
JPPSO-NE, Chelmsford, MA (AGFM)	17.27	22.00	C	1.67	.12	3.45	I
Androscoggin, Aroostook, Cumberland, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Sagadahoc, Somerset, Waldo, Washington, York							
MARYLAND							
Aberdeen Proving Ground, MD (BAAV)	24.53	30.20	C	1.67	.12	3.03	G
Cecil, Harford							
JPPSO-NE, Chelmsford, MA (AGFM)	12.32	16.06	A	1.20	.10	2.34	A
Caroline, Dorchester, Kent, Queen Annes, Somerset, Talbot, Wicomico, Worcester							
Fort Detrick, MD (BBAV)	14.63	20.19	A	1.48	.11	2.75	D
Allegany, Frederick, Garrett, Washington							
JPPSOWA, Fort Belvoir, VA (BGAC)	20.74	27.17	A	1.76	.12	3.65	J
Anne Arundel (Army/Air Force/Coast Guard and those Navy/Marine Corps stationed at Ft. Meade), Baltimore, Baltimore City, Carroll, Charles, Howard, Montgomery, Prince Georges							
NAS Patuxent River, MD (BCNV)	12.32	16.06	A	1.20	.10	2.34	G
Calvert, Saint Marys							
USNA Annapolis, MD (BANT)	20.74	27.17	A	1.76	.12	3.65	J
Anne Arundel (Navy/Marine Corps EXCEPT those personnel assigned to Ft. Meade, MD)							
MASSACHUSETTS							
JPPSO-NE, Chelmsford MA (AGFM)	25.03	33.11	D	2.06	.13	4.68	N
Barnstable, Berkshire, Bristol, Dukes, Essex, Franklin, Hampden, Hampshire, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, Worcester							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
MICHIGAN							
Selfridge ANGB, MI (EBAK)	34.32	42.74	D	1.96	.13	6.13	P
Alcona, Allegan, Alpena, Antrim, Arenac, Barry, Bay, Benzie, Berrien, Branch, Calhoun, Cass, Charlevoix, Cheboygan, Clare, Clinton, Crawford, Eaton, Emmet, Genesee, Gladwin, Grand Traverse, Gratiot, Hillsdale, Huron, Ingham, Ionia, Iosco, Isabella, Jackson, Kalamazoo, Kalkaska, Kent, Lake, Lapeer, Leelanau, Lenawee,Livingston, Macomb, Manistee, Mason, Mecosta, Midland, Missaukee, Monroe, Montcalm, Montmorency, Muskegon, Newaygo, Oakland, Oceana, Ogemaw, Osceola, Oscoda, Otsego, Ottawa, Presque Isle, Roscommon, Saginaw, Saint Clair, Saint Joseph, Sanilac, Shiawassee, Tuscola, Van Buren, Washtenaw, Wayne, Wexford							
USATO Fort Snelling, MN (GBAC)	22.00	31.52	C	1.64	.12	3.92	G
Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, Schoolcraft							
MINNESOTA							
JPPSO-COS, Colorado Springs CO (KKFA)	26.46	37.79	C	1.64	.12	4.27	H
Becker, Beltrami, Clay, Clearwater, Hubbard, Kittson, Koochiching, Lake of the Woods, Mahnomen, Marshall, Norman, Otter Tail, Pennington, Polk, Red Lake, Roseau, Wadena, Wilkin							
USATO Fort Snelling, MN (GBAC)	34.32	42.52	D	1.94	.13	5.31	O
Aitkin, Anoka, Benton, Big Stone, Blue Earth, Brown, Carlton, Carver, Cass, Chippewa, Chisago, Cook, Cottonwood, Crow Wing, Dakota, Dodge, Douglas, Faribault, Fillmore, Freeborn, Goodhue, Grant, Hennepin, Houston, Isanti, Itasca, Jackson, Kanabec, Kandiyohi, Lac qui Parle, Lake, Le Sueur, Lincoln, Lyon, McLeod, Martin, Meeker, Mille Lacs, Morrison, Mower, Murray, Nicollet, Nobles, Olmsted, Pine, Pipestone, Pope, Ramsey, Redwood, Renville, Rice, Rock, Scott, Sherburne, Sibley, St. Louis, Stearns, Steele, Stevens, Swift, Todd, Traverse, Wabasha, Waseca, Washington, Watonwan, Winona, Wright, Yellow Medicine							
MISSISSIPPI							
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	1.52	.11	2.28	F
Amite, Attala, Bolivar, Calhoun, Carroll, Chickasaw, Choctaw, Clay, Covington, Forrest, Franklin, George, Greene, Grenada, Hancock, Harrison, Holmes, Humphreys, Itawamba, Jackson, Jefferson Davis, Jones, Lamar, Lawrence, Lee, Leflore, Lincoln, Lowndes, Marion, Monroe, Montgomery, Noxubee, Oktibbeha, Pearl River, Perry, Pike, Pontotoc, Stone, Sunflower, Tallahatchie, Walthall, Washington, Wayne, Webster, Wilkinson, Winston, Yalobusha							
NAS Meridian AFB, MS (FNNT)	12.32	16.06	A	1.20	.10	2.15	A
Adams, Claiborne, Clarke, Copiah, Hinds, Issaquena, Jasper, Jefferson, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Rankin, Scott, Sharkey, Simpson, Smith, Warren, Yazoo							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
NSA Memphis, TN (FDNT)	13.48	17.88	A	1.52	.11	2.75	E
Alcorn, Benton, Coahoma, De Soto, Lafayette, Marshall, Panola, Prentiss, Quitman, Tate, Tippah, Tishomingo, Tunica, Union							
MISSOURI							
JPPSO-NE, Chelmsford MA (AGFM)	24.20	32.07	B	1.52	.11	3.85	M
Bollinger, Cape Girardeau, Iron, Jefferson, Lincoln, Madison, Marion, Perry, Pike, Ralls, Reynolds, Scott, St. Charles, St. Francois, St. Genevieve, St. Louis, St. Louis City, Stoddard, Wayne							
Fort Leavenworth, KS (KPAT)	30.20	39.60	D	1.64	.12	4.61	M
Andrew, Atchison, Bates, Buchanan, Caldwell, Carroll, Cass, Chariton, Clay, Clinton, Daviess, De Kalb, Gentry, Grundy, Harrison, Holt, Jackson, Linn, Livingston, Macon, Mercer, Monroe, Nodaway, Platte, Randolph, Ray, Shelby, Worth							
Fort Leonard Wood, MO (GSAT)	24.20	32.07	C	1.52	.11	3.85	M
Barry, Barton, Camden, Cedar, Christian, Crawford, Dade, Dallas, Dent, Douglas, Franklin, Gasconade, Greene, Howell, Jasper, Laclede, Lawrence, McDonald, Maries, Miller, Montgomery, Newton, Oregon, Ozark, Phelps, Polk, Pulaski, Shannon, Stone, Taney, Texas, Vernon, Warren, Washington, Webster, Wright							
JPPSO San Antonio, TX (HAFC)	12.32	16.06	A	1.20	.10	2.15	M
Butler, Carter, Dunklin, Mississippi, New Madrid, Pemiscot, Ripley							
Rock Island Arsenal, IL (GLAM)	24.20	32.07	B	1.52	.11	3.85	M
Adair, Clark, Knox, Lewis, Putnam, Schuyler, Scotland, Sullivan							
JPPSO-COS, Colorado Springs CO (KKFA)	30.20	39.60	D	1.52	.11	4.61	M
Audrain, Benton, Boone, Callaway, Cole, Cooper, Henry, Hickory, Howard, Johnson, Lafayette, Moniteau, Morgan, Osage, Pettis, Saint Clair, Saline							
MONTANA							
JPPSO-COS, Colorado Springs CO (KKFA)	26.57	33.99	D	1.56	.12	6.13	K
All counties							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
NEBRASKA							
Fort Leavenworth, KS (KPAT) Johnson, Nemaha, Pawnee, Richardson	12.32	16.06	B	1.20	.10	2.15	B
JPPSO-COS, Colorado Springs CO (KKFA) Adams, Antelope, Arthur, Banner, Blaine, Boone, Box Butt, Boyd, Brown, Buffalo, Burt, Butler,Cass, Cedar, Chase, Cherry, Cheyenne, Clay, Colfax, Cuming, Custer, Dakota, Dawes, Dawson, Deuel, Dixon, Dodge, Douglas, Dundy, Fillmore, Franklin, Frontier, Furnas, Gage, Garfield, Garden, Gosper, Grant, Greeley, Hall, Hamilton, Harlan, Hayes, Hitchcock, Holt, Hooker, Howard, Jefferson, Kearney, Keith, Keya Paha, Kimball, Knox, Lancaster, Lincoln, Logan, Loup, McPherson, Madison, Merrick, Morrill, Nance, Nuckolls, Otoe, Perkins, Phelps, Pierce, Platte, Polk, Red Willow, Rock, Saline, Sarpy, Saunders, Scotts Bluff, Seward, Sheridan, Sherman, Sloux, Stanton, Thayer, Thomas, Thurston, Valley, Washington, Wayne, Webster, Wheeler, York	24.31	29.76	D	1.52	.11	3.92	J
NEVADA							
JPPSO-COS, Colorado Springs CO (KKFA) Clark, Lincoln, Nye (South of US Rt. 6)	30.86	39.71	B	1.76	.12	4.68	K
NAS Fallon, NV (JANL) Carson City, Churchill, Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Nye (North of US Rt. 6), Pershing, Storey, Washoe, White Pine	21.67	29.32	D	1.64	.12	4.68	H
NEW HAMPSHIRE							
JPPSO-NE, Chelmsford, MA (AGFM) Belknap, Carroll, Cheshire, Grafton, Hillsborough, Merrimack, Rockingham, Strafford, Sullivan	15.13	20.08	D	1.93	.13	4.68	L
NEW JERSEY							
Fort Hamilton, NY (DBAQ) Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union	22.72	33.44	D	2.21	.15	5.16	N
***JPPSO-NJ, Fort Dix, NJ (APAT)** Atlantic, Burlington, Camden (East of Turnpike), Cape May, Cumberland, Gloucester, Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Salem, Somerset *AONL/AOAC inbound shipments placed into SIT will utilize the rates from APAT.	24.53	30.20	D	1.98	.15	5.16	K
Naval Inventory Control Point,	18.32	26.18	C	1.88	.13	3.65	K

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
Philadelphia, PA (DMNC) Camden (West of Turnpike)							
Tobyhanna AD, PA (DOAQ) Warren	14.19	20.35	A	1.20	.10	2.34	B
NEW MEXICO							
JPPSO-COS, Colorado Springs (KKFA) Bernalillo, Chaves, Cibola, Colfax, Curry, De Baca, Eddy, Guadalupe, Harding, Lea, Lincoln, Los Alamos, McKinley, Mora, Otero, Quay, Rio Arriba, Roosevelt, Sandoval, San Juan, San Miguel, Santa Fe, Taos, Torrance, Union, Valencia	17.93	27.01	A	1.53	.12	3.92	G
White Sands MR, NM (KLAE) Catron, Dona Ana, Grant, Hidalgo, Luna, Sierra, Socorro	17.93	27.01	A	1.20	.10	2.34	C
NEW YORK							
Fort Drum, NY (DBAT) Jefferson, Lewis, Oswego, St. Lawrence	26.73	40.10	D	1.64	.12	4.27	M
Fort Hamilton, NY (DBAQ) Bronx, Kings (including Brooklyn), Nassau, New York (including Borough of Manhattan), Queens, Richmond, Suffolk (excluding Fisher Island)	28.38	38.06	D	2.62	.16	5.64	O
JPPSO-NE, Chelmsford, MA (AGFM) Albany, Allegany, Broome, Cattaraugus, Cayuga, Chautauqua, Chemung, Chenango, Clinton, Columbia, Cortland, Delaware, Erie, Essex, Franklin, Fulton, Genesee, Greene, Hamilton, Herkimer, Livingston, Madison, Monroe, Montgomery, Niagara, Oneida, Onondaga, Ontario, Orleans, Otsego, Rensselaer, Saratoga, Schenectady, Schoharie, Schuyler, Seneca, Steuben, Suffolk (Fisher Island, NY), Tioga, Tompkins, Warren, Washington, Wayne, Wyoming, Yates	30.20	40.10	D	2.62	.15	5.64	O
USMA West Point, NY (DCAT) Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, Westchester	28.38	38.06	D	2.57	.16	5.64	O
NORTH CAROLINA							
Fleet & Industrial Supply Center, Norfolk, VA (BGNC)	12.32	16.06	A	1.20	.10	2.15	A

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
Bertie, Camden, Chowan, Currituck, Dare, Gates, Hertford, Northampton, Pasquotank, Perquimans, Tyrrell, Washington							
Fort Bragg, NC (BKAS)	14.74	19.31	C	1.35	.11	2.75	D
Alamance, Alexander, Alleghany, Anson, Ashe, Avery, Bladen, Buncombe, Burke, Cabarrus, Caldwell, Caswell, Catawba, Chatham, Cherokee, Clay, Cleveland, Cumberland, Davidson, Davie, Forsyth, Gaston, Graham, Guilford, Harnett, Haywood, Henderson, Hoke, Iredell, Jackson, Lee, Lincoln, McDowell, Macon, Madison, Mecklenburg, Mitchell, Montgomery, Moore, Polk, Randolph, Richmond, Robeson, Rockingham, Rowan, Rutherford, Sampson, Scotland, Stanly, Stokes, Surry, Swain, Transylvania, Union, Watauga, Wilkes, Yadkin, Yancey							
MCAS Cherry Point, NC (BKML)	12.32	16.06	A	1.20	.10	2.15	B
Beaufort, Carteret, Craven, Hyde, Pamlico							
Camp Lejeune, NC (BKMT)	12.32	16.06	A	1.20	.10	2.48	B
Brunswick, Columbus, Duplin, Jones, New Hanover, Onslow, Pender							
JPPSO-NE, Chelmsford MA (AGFM)	14.19	19.31	C	1.20	.10	2.48	C
Durham, Edgecombe, Franklin, Granville, Greene, Halifax, Johnston, Lenoir, Martin, Nash, Orange, Person, Pitt, Vance, Wake, Warren, Wayne, Wilson							
NORTH DAKOTA							
JPPSO-COS, COLORADO SPRINGS CO (KKFA)	21.12	27.50	C	1.64	.12	4.27	H
Adams, Barnes, Benson, Billings, Bottineau, Bowman, Burke, Burleigh, Cass, Cavalier, Dickey, Divide, Dunn, Eddy, Emmons, Foster, Golden Valley, Grand Forks, Grant, Griggs, Hettinger, Kidder, Logan, McHenry, McIntosh, McKenzie, McLean, Mercer, Morton, Mountrail, La Moure, Nelson, Oliver, Pembina, Pierce, Ramsey, Ransom, Renville, Williams Richland, Rolette, , Sargent , Sheridan, Sioux, Slope, Steele, Stutsman, Stark, Towner, Traill, Walsh, Ward, Wells,							
OHIO							
***CEKSF Oakdale, PA (DMAC)**	27.78	36.69	C	1.67	.12	4.41	K
Belmont, Columbiana, Jefferson *DMAC outbound/inbound shipments are controlled by JPPSO-NJ, FT Dix, NJ							
Lexington-Blue Grass Depot, KY (FAAQ)	23.71	35.48	B	1.88	.13	4.96	J
Adams, Brown, Clermont, Hamilton							
JPPSO-NE, Chelmsford, MA (AGFM)	31.46	44.00	D	2.11	.15	4.96	M

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG	ITEM 502 LABOR O/T	ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL DAY	ITEM 520 SIT P/D W/H	ITEM 520 SIT P/D SCH
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)

Allen, Ashland, Ashtabula, Athens, Auglaize, Butler, Carroll, Champaign, Clark, Clinton, Coshocton, Crawford, Cuyahoga, Darke, Defiance, Delaware, Erie, Fairfield, Fayette, Franklin, Fulton, Gallia, Geauga, Greene, Guernsey, Hancock, Hardin, Harrison, Henry, Highland, Hocking, Holmes, Huron, Jackson, Knox, Lake, Lawrence, Licking, Logan, Lorain, Lucas, Madison, Mahoning, Marion, Medina, Meigs, Mercer, Miami, Monroe, Montgomery, Morgan, Morrow, Muskingum, Noble, Ottawa, Paulding, Perry, Pickaway, Pike, Portage, Preble, Putnam, Richland, Ross, Sandusky, Scioto, Seneca, Shelby, Stark, Summit, Trumbull, Tuscarawas, Union, Van Wert, Vinton, Warren, Washington, Wayne, Williams, Wood, Wyandot

OKLAHOMA

JPPSO-COS Colorado Springs CO (KKFA)	12.32	16.06	A	1.20	.10	2.15	A

Cimarron, Texas

Fort Sill, OK (HOAT)	27.01	37.79	C	1.52	.11	3.57	H

Adair, Caddo, Carter, Cherokee, Comanche, Craig, Delaware, Garvin, Grady, Kiowa, Le Flore, McClain, Mayes, Murray, Nowata, Ottawa, Rogers, Sequoyah, Stephens

McAlester AAP, OK (HOAM)	27.01	37.79	C	1.26	.10	3.57	D

Atoka, Bryan, Choctaw, Coal, Creek, Haskell, Hughes, Johnston, Latimer, McIntosh, Marshall, Muskogee, Okfuskee, Okmulgee, Pittsburg, Pontotoc, Pushmataha, Seminole, Tulsa, Wagoner

Red River AD, TX (HBAQ)	12.32	16.06	A	1.20	.10	2.15	A

McCurtain

JPPSO San Antonio, TX (HAFC)	27.01	37.79	C	1.42	.11	3.57	H

Alfalfa, Beaver, Blaine, Beckham, Canadian, Cleveland, Cotton, Custer, Dewey, Ellis, Garfield, Grant, Greer, Harmon, Harper, Jackson, Jefferson, Kay, Kingfisher, Lincoln, Logan, Love, Major, Noble, Oklahoma, Osage, Pawnee, Payne, Pottawatomie, Roger Mills, Tillman, Washington, Washita, Woods, Woodward

OREGON

JPPSO-Lewis, Fort Lewis, WA (JEAT)	35.37	47.19	D	2.26	.15	5.79	P

Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Douglas, Gilliam, Hood River, Jackson, Josephine, Klamath, Lane, Lincoln, Linn, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Wasco, Washington, Yamhill

JPPSO-COS, Colorado Springs CO (KKFA)	32.07	43.23	B	1.74	.12	5.48	I

Baker, Crook, Deschutes, Grant, Harney, Jefferson, Lake, Malheur, Umatilla, Union, Wallowa, Wheeler

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
PENNSYLVANIA							
Carlisle Barracks, PA (DMAT)	30.20	36.80	D	1.96	.12	6.13	N
Adams, Bedford, Berks, Blair, Bradford, Centre, Clinton, Columbia, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Juniata, Lancaster, Lebanon, Lycoming, Mifflin, Montour, Northumberland, Perry, Potter, Schuylkill, Snyder, Sullivan, Tioga, Union, York							
***CEKSF, Oakdale, PA (DMAC)**	34.38	42.74	D	2.32	.14	5.31	N
Allegheny, Armstrong, Beaver, Butler, Cambria, Cameron, Clarion, Clearfield, Crawford, Elk, Erie, Fayette, Forest, Greene, Indiana, Jefferson, Lawrence, McKean, Mercer, Somerset, Venango, Warren, Washington, Westmoreland *DMAC outbound/inbound shipments are controlled by JPPSO-NJ, FT Dix, NJ							
NICP Philadelphia, PA (DMNC)	26.68	35.67	D	1.88	.13	4.96	N
Bucks, Chester, Delaware, Lehigh, Montgomery, Northampton, Philadelphia							
Tobyhanna AD, PA (DOAQ)	21.29	28.22	C	1.96	.13	4.41	J
Carbon, Lackawanna, Luzerne, Monroe, Pike, Susquehanna, Wayne, Wyoming							
RHODE ISLAND							
JPPSO-NE, Chelmsford MA (AGFM)	19.91	26.95	B	1.48	.11	3.57	G
Bristol, Kent, Newport, Providence, Washington							
SOUTH CAROLINA							
JPPSO-NE, Chelmsford, MA (AGFM)	12.54	16.45	A	1.35	.11	2.56	D
Bamberg, Berkeley, Charleston, Chesterfield, Clarendon, Colleton, Darlington, Dillon, Dorchester, Florence, Georgetown, Horry, Kershaw, Lancaster, Lee, Marion, Marlboro, Orangeburg, Sumter, Williamsburg							
Fort Gordon, GA (CGAT)	15.13	20.19	B	1.35	.11	2.70	D
Aiken, Allendale, Barnwell, Edgefield, Hampton, McCormick							
Fort Jackson, SC (CAAT)	15.40	20.19	C	1.35	.11	2.70	D
Abbeville, Anderson, Calhoun, Cherokee, Chester, Fairfield, Greenville, Greenwood, Laurens, Lexington, Newberry, Oconee, Pickens, Richland, Saluda, Spartanburg, Union, York							
MCAS Beaufort, SC (CAML)	12.32	16.06	A	1.35	.11	2.56	D
Beaufort, Jasper							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
SOUTH DAKOTA							
JPPSO-COS, COLORADO SPRINGS CO (KKFA)	24.31	29.76	D	1.48	.11	3.92	J
All counties							
TENNESSEE							
Fort Campbell, KY (FAAT)	14.03	18.54	A	1.42	.11	2.70	D
Bedford, Benton, Cannon, Carroll, Cheatham, Coffee, Davidson, Decatur, De Kalb, Dickson, Franklin, Henry, Hickman, Houston, Humphreys, Lake, Macon, Montgomery, Moore, Obion, Perry, Robertson, Rutherford, Smith, Stewart, Sumner, Trousdale, Weakley, Williamson, Wilson							
Fort Stewart (CHAT)	17.22	22.39	C	1.20	.10	2.97	D
Anderson, Bledsoe, Blount, Bradley, Campbell, Carter, Claiborne, Clay, Cocke, Cumberland, Fentress, Grainger, Greene, Grundy, Hamblen, Hamilton, Hancock, Hawkins, Jackson, Jefferson, Johnson, Knox, Loudon, McMinn, Marion, Meigs, Monroe, Morgan, Overton, Pickett, Polk, Putnam, Rhea, Roane, Scott, Sequatchie, Sevier, Sullivan, Unicoi, Union, Van Buren, Warren, Washington, White							
NAS Memphis, TN (FDNT)	13.48	17.88	A	1.52	.11	2.75	E
Chester, Crockett, Dyer, Fayette, Gibson, Hardeman, Haywood, Henderson, Lauderdale, McNairy, Madison, Shelby, Tipton							
Redstone Arsenal, AL (FIAM)	15.73	20.41	A	1.20	.10	2.15	A
Giles, Hardin, Lawrence, Lewis, Lincoln, Marshall, Maury, Wayne							
TEXAS							
JPPSO-COS, Colorado Springs CO (KKFA)	17.22	22.39	C	1.35	.11	3.03	E
Armstrong, Bailey, Briscoe, Carson, Castro, Cochran, Cottle, Crosby, Dallam, Deaf Smith, Dickens, Floyd, Hale, Hansford, Hartley, Hockley, Hutchinson, King, Lamb, Lubbock, Moore, Motley, Oldham, Parmer, Potter, Randall, Sherman, Swisher							
Fort Bliss, TX (HAAE)	12.32	16.06	A	1.20	.10	2.34	C
Brewster, Culberson, El Paso, Hudspeth, Jeff Davis, Loving, Pecos, Presidio, Reeves, Terrell, Ward, Winkler							
Fort Hood, TX – (HBAT)	12.32	16.06	A	1.42	.10	2.48	A
Bell, Bosque, Brown, Burnet, Comanche, Coryell, Falls, Hamilton, Hill, Lampasas, Limestone, Llano, McCulloch, McLennan, Mason, Mills, San Saba							
Fort Polk, LA (FSAT)	15.40	20.19	C	1.52	.11	2.89	E

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
Angelina, Jasper, Nacogdoches, Newton, Orange, Sabine, San Augustine, Shelby							
JPPSO San Antonio, TX (HAFC)	17.22	25.36	C	1.67	.12	4.41	G
Andrews, Atascosa, Archer, Austin, Bandera, Bastrop, Baylor, Bexar, Blanco, Borden, Brazoria, Brazos, Burleson, Caldwell, Callahan, Chambers, Childress, Clay, Coke, Coleman, Collingsworth, Colorado, Comal, Concho, Cooke, Crane, Crockett, Dawson, De Witt, Dimmit, Donley, Duval, Eastland, Ector, Edwards, Erath, Fayette, Foard, Fort Bend, Frio, Gaines, Galveston, Garza, Gillespie, Glasscock, Gonzales, Gray, Grayson, Gregg, Grimes, Guadalupe, Hall, Hardeman, Hardin, Harris, Harrison, Haskell, Hays, Hemphill, Hood, Houston, Howard, Irion, Jack, Jackson, Jefferson, Jim Hogg, Jones, Karnes, Kendall, Kent, Kerr, Kimble, Kinney, Knox, La Salle, Lavaca, Lee,`Leon, Liberty, Lipscomb, Lynn, Madison, Marion, Martin, Matagorda, Maverick, McMullen, Medina, Mernard, Midland, Milam, Mitchell, Montague, Montgomery, Nolan, Ochiltree, Palo Pinto, Panola, Parker, Polk, Reagan, Real, Roberts, Robertson, Runnels, Rusk, San Jacinto, Schleicher, Scurry, Shackelford, Somervell, Stephens, Sterling, Stonewall, Sutton, Taylor, Terry, Throckmorton, Tom Green, Travis, Trinity, Tyler, Upshur, Upton, Uvalde, Val Verde, Walker, Waller, Washington, Webb, Wharton, Wheeler, Wichita, Wilbarger, Williamson, Wilson, Wise, Yoakum, Young, Zapata, Zavala, Amite, Covington, Forrest, Franklin, George, Greene, Hancock, Harrison, Jackson, Jefferson Davis, Jones, Lamar, Lawrence, Lincoln, Marion, Pearl River, Perry, Pike, Stone, Walthall, Wayne, Wilkinson							
NAS Corpus Christi, TX (HBNT)	14.30	20.96	B	1.20	.10	2.70	D
Aransas, Bee, Brooks, Calhoun, Cameron, Goliad, Hidalgo, Jim Wells, Kenedy, Kleberg, Live Oak, Nueces, Refugio, San Patricio, Starr, Victoria, Willacy							
NAS JRB, Fort Worth, TX (HBNL)	16.89	23.98	C	1.67	.12	3.92	G
Anderson, Cherokee, Collin, Dallas, Denton, Ellis, Freestone, Henderson, Johnson, Kaufman, Navarro, Rains, Rockwall, Smith, Tarrant, Van Zandt, Wood							
Red River AD, TX (HBAQ)	16.89	23.98	C	1.67	.12	3.92	G
Bowie, Camp, Cass, Delta, Fannin, Franklin, Hopkins, Hunt, Lamar, Morris, Red River, Titus							
UTAH							
JPPSO-COS, Colorado Springs, CO (KKFA)	21.29	28.33	B	1.64	.12	4.20	H
Beaver, Box Elder, Cache, Carbon, Daggett, Davis, Duchesne, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Morgan, Piute, Rich, Salt Lake, San Juan, Sanpete, Sevier, Summit, Tooele, Uintah, Utah, Wasatch, Washington, Wayne, Weber							
VERMONT							
JPPSO-NE, Chelmsford, MA (AGFM)	13.20	17.11	A	1.39	.11	3.92	E
Addison, Bennington,_Caledonia, Chittenden, Essex, Franklin, Grand Isle, Lamoille, Orange, Orleans, Rutland Washington, Windham, Windsor							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
VIRGINIA							
JPPSO-NE, Chelmsford, MA (AGFM)	17.82	23.21	A	1.35	.11	2.56	C
Charles City, Gloucester, James City, King and Queen, King William, Lancaster, Mathews, Middlesex, New Kent, York; **Independent cities of**: Hampton, Newport News, Poquoson, Williamsburg							
Fleet & Industrial Supply Center, Norfolk, VA (BGNC)	17.82	23.21	A	1.35	.11	2.56	C
Accomack, Isle of Wight, Northampton, Southampton, Surry; **Independent cities of**: Chesapeake, Franklin, Norfolk, Portsmouth, Suffolk, Virginia Beach							
Fort Lee, VA (BHAQ)	15.40	20.19	C	1.42	.11	2.70	C
Albemarle, Alleghany, Amelia, Amherst, Appomattox, Augusta, Bath, Bedford, Bland, Botetourt, Brunswick, Buchanan, Buckingham, Campbell, Carroll, Charlotte, Chesterfield, Craig, Cumberland, Dickenson, Dinwiddie, Floyd, Fluvanna, Franklin, Giles, Goochland, Grayson, Greensville, Halifax, Hanover, Henrico, Henry, Highland, Lee, Louisa, Lunenburg, Mecklenburg, Montgomery, Nelson, Nottoway, Patrick, Pittsylvania, Powhatan, Prince Edward, Prince George, Pulaski, Roanoke, Rockbridge, Russell, Scott, Smyth, Sussex, Tazewell, Washington, Wise, Wythe; **Independent cities of**: Bedford, Bristol, Buena Vista, Charlottesville, Clifton Forge, Colonial Heights, Covington, Danville, Emporia, Galax, Hopewell, Lexington, Lynchburg, Martinsville, Norton, Petersburg, Radford, Richmond, Roanoke, Salem, South Boston, Staunton, Waynesboro							
JPPSOWA Fort Belvoir, VA (BGAC)	20.74	27.17	A	1.76	.12	3.65	J
Arlington, Caroline, Clarke, Culpeper, Essex, Fairfax, Fauquier, Frederick, Greene, King George, Loudoun, Madison, Northumberland, Orange, Page, Prince William, Rappahannock, Richmond, Rockingham, Shenandoah, Spotsylvania, Stafford, Warren, Westmoreland; **Independent cities of**: Alexandria, Fairfax, Falls Church, Fredericksburg, Harrisonburg, Manassas, Manassas Park, Winchester							
WASHINGTON							
JPPSO-COS, Colorado Springs CO (KKFA)	24.20	32.07	A	1.52	.11	4.20	I
Adams, Asotin, Chelan (Army/Air Force), Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman							
Fleet & Industrial Supply Center, Bremerton, WA (JENQ)	35.42	47.19	D	2.26	.15	6.13	P
Chelan (Navy/Marine Corps/Coast Guard), Clallam, Grays Harbor, Island, Jefferson, King (Navy/Marine Corps/Coast Guard), Kittitas (Navy/Marine Corps/Coast Guard), Kitsap, Mason, Pacific, San Juan, Skagit, Snohomish, Whatcom							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG [LAA] (502A)	ITEM 502 LABOR O/T [LAA] (502B)	ITEM 534 L/C [SEE] (534A)	SIT 1ST DAY [STR] (518B)	ITEM 518 SIT EA ADDL DAY [STR] (518A)	W/H [STR] (518D)	ITEM 520 SIT P/D SCH [PDS] (520A)
JPPSO-Lewis, Ft Lewis, WA (JEAT)	35.42	47.19	D	2.26	.15	6.13	P
Benton, Clark, Cowlitz, King (Army/Air Force), Kittitas (Army/Air Force), Klickitat, Lewis, Pierce, Skamania, Thurston, Wahkiakum, Yakima							
WEST VIRGINIA							
***CE Kelly Support Facility, Oakdale, PA (DMAC)**	27.78	36.69	C	1.67	.12	4.96	K
Barbour, Boone, Braxton, Brooke, Cabell, Calhoun, Clay, Doddridge, Fayette, Gilmer, Greenbrier, Hancock, Harrison, Jackson, Kanawha, Lewis, Lincoln, Logan, Marion, Marshall, Mason, Mingo, Monongalia, Nicholas, Ohio, Pleasants, Preston, Putnam, Raleigh, Ritchie, Roane, Taylor, Tyler, Upshur, Wayne, Wetzel, Wirt, Wood, Wyoming							
*DMAC outbound/inbound shipments are controlled by JPPSO-NJ, FT Dix, NJ							
Fort Detrick, MD (BBAV)	12.43	17.55	A	1.20	.10	2.15	A
Berkeley, Jefferson, Morgan							
Fort Lee, VA (BHAQ)	24.37	36.52	B	1.48	.11	2.75	C
McDowell, Mercer, Monroe, Summers							
JPPSOWA Fort Belvoir, VA (BGAC)	20.35	30.53	C	1.20	.10	2.15	A
Grant, Hampshire, Hardy, Mineral, Pendleton, Pocahontas, Randolph, Tucker, Webster							
WISCONSIN							
NTC Great Lakes, IL (GLNT)	25.14	37.79	D	1.78	.13	6.13	I
Adams, Brown, Calumet, Columbia, Crawford, Dane, Dodge, Door, Fond du Lac, Grant, Green, Green Lake, Iowa, Jefferson, Juneau, Kenosha, Kewaunee, Lafayette, Langlade, Lincoln, Manitowoc, Marathon, Marquette, Menominee, Milwaukee, Oconto, Outagamie, Ozaukee, Portage, Racine, Richland, Rock, Sauk, Shawano, Sheboygan, Vernon, Walworth, Washington, Waukesha, Waupaca, Waushara, Winnebago, Wood							
USATO Fort Snelling, MN (GBAC)	30.20	39.16	D	1.96	.13	6.13	J
Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Florence, Forest, Iron, Jackson, LaCrosse, Marinette, Monroe, Oneida, Pepin, Pierce, Polk, Price, Rusk, St. Croix, Sawyer, Taylor, Trempealeau, Vilas, Washburn							

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE ADDITIONAL SERVICES

	ITEM 502 LABOR REG	ITEM 502 LABOR O/T	ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL DAY	ITEM 520 SIT P/D W/H	ITEM 520 SIT P/D SCH
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)
WYOMING							
JPPSO-COS, Colorado Springs CO (KKFA)	21.29	28.33	C	1.64	.12	4.20	H
All Counties							

Item 501 [AUX] ***Auxiliary Services***

(501A) – Auxiliary service – vehicle hours
(501B) – Auxiliary service – labor – regular
(501C) – Auxiliary service – labor – overtime
(501D) – Auxiliary service – labor – Sunday/holiday – Alaska only

Billing Note: Use applicable labor rates contained in Item 502 when billing regular services under sub item 501B, overtime labor services under sub item 501C, or Sunday/holiday labor (Alaska only) services under sub item 501D.

a. Auxiliary services rates will be applied under the conditions stated in the term in Chapter IV.

b. Charges for auxiliary service:

(1) Per additional vehicle: $21.50 (501A) per hour

(2) Labor: See billing note.

Item 502 [LAA] ***Labor Charges***

(502A) – Labor – regular
(502B) – Labor – overtime
(502C) – Labor – Sunday/holiday – Alaska only

Billing Note: Use applicable rate based upon the location of the service, time of the service, and whether the shipment is considered HHG or UB when billing labor services under sub items 502A, 502B, or 502C.

a. Covers all services for which no charges are otherwise provided in the solicitation when such services are authorized and confirmed in writing on a DD Form 619 by the responsible PPSO.

b. Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, charges will be as follows: 15 minutes or less, one quarter of an hour; 16 to 30 minutes, one-half hour; 31 to 45 minutes, three-quarters of an hour; and in excess of 45 minutes, 1 hour.

c. See paragraph 500 Geographical Application of Rates and Schedules, for labor rates to apply to HHG shipments WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS.

d. The following labor rates will apply to UB shipments when service is performed at points within CONUS:

	RATES (In dollars and cents)	
	Regular Hour Per Man (502A)	Overtime Hour Per Man (502B)
WHEN SERVICE IS PERFORMED IN CA STATE, PPSO AREA OF RESPONSIBILITY WITHIN KKFA AND LHNQ	30.90	$42.90
WHEN SERVICE IS PERFORMED IN NY STATE, AREA OF RESPONSIBILITY OF DBAQ, AGFM		

AND DCAT	25.75	34.60
WHEN SERVICE IS PERFORMED AT ALL OTHER POINTS WITHIN CONUS	12.10	17.15
e. WHEN SERVICE FOR BOTH HHG AND UB IS PERFORMED AT ALL POINTS OUTSIDE CONUS, EXCEPT Germany, Belgium, Netherlands, Alaska and Hawaiian Islands of Hawaii and Oahu. (For rates within Germany, Belgium, Netherlands, and Hawaiian Islands of Hawaii and Oahu, see below; for rates within Alaska, see separate rates and provisions in this item	18.28	27.42
Germany, Belgium, and Netherlands	21.48	32.22
Hawaii: Islands of Hawaii and Oahu	34.31	51.69

		RATES (In dollars and cents) Hour Per Man
f. . WHEN SERVICE IS PERFORMED IN THE STATE ALASKA:		
From 8:00 a.m. to 5:00 p.m. during Monday thru Friday of each week, EXCEPT on holidays	(1)	$48.65 (502A)
	(2)	$46.60 (502A)
From 5:00 p.m. to 8:00 a.m. during Monday thru Friday of each week, and all hours on Saturday, EXCEPT on holidays	(1)	$58.00 (502B)
	(2)	$55.50 (502B)
During all hours on Sunday and holidays	(1)	$72.85 (502C)
	(2)	$69.50 (502C)

NOTE 1: Applicable ONLY North of the Range as defined below:

NORTH OF THE RANGE TERRITORY – (Applicable ONLY when specific reference is made hereto). When reference is made hereto, the rates and charges apply at points "North of the Range," located in that portion of the State of Alaska on, connected to, or within mobile access of the state highway system, lying north or an imaginary line drawn between Denali Park (see Note) and Big Delta (Fort Greely), Alaska (including Denali Park (see Note) and Big Delta (Fort Greely), Alaska.)

NOTE 2: Applicable ONLY South of the Range as defined below:

SOUTH OF THE RANGE TERRITORY – (Applicable ONLY when specific reference is made hereto). When reference is made hereto, the rates and charges apply at points "South of the Range," located in that portion of the State of Alaska on, connected to, or within mobile access of the state highway system, lying south of an imaginary line drawn between Denali Park (see Note) and Big Delta (Fort Greely), Alaska

NOTE 3: "Denali" is a station by that name on the Alaska Railroad.

Item 503 [WTG] ***Waiting Time***

(503A) – Waiting time – vehicle hours
(503B) – Waiting time – labor – regular
(503C) – Waiting time – labor – overtime
(503D) – Waiting time – labor – Sunday/holiday – Alaska only

Billing Note: Use the applicable labor rates contained in Item 502 when billing regular labor services under sub item 503B, overtime labor services under 503C, or Sunday/holiday labor services (Alaska only) under sub item 503D.

a. This item will not apply when waiting time is the fault of the Transportation Service Provider.

b. Loading and unloading or pickup and delivery will be performed during regular working hours. (See definition in Chapter II). Waiting time charges will be applicable only between these hours at rate of $21.50 (503A) per hour per vehicle less free waiting time.

c. Free waiting time is allowed as follows: three (3) hours for direct deliveries, 1 hour for deliveries from SIT, and 1 hour for attempted pickup of HHG only.

d. Additional waiting time, after expiration of the free waiting time, requires prior approval of the PPSO and is subject to the convenience of the Transportation Service Provider.

e. Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, the charges will be as follows: 15 minutes or less, one quarter of an hour; 16 to 30 minutes, onehalf hour; 31 to 45 minutes, three quarters of an hour; and in excess of 45 minutes, one hour.

f. Labor charges for the vehicle driver and helper(s) will be at the hourly labor rate in Item 502.

Item 504 [OAC] ***Overtime Loading and Unloading***

(504A) – Overtime loading and unloading – HHG shipments
(504B) – Overtime loading and unloading – UB shipments

a. Except as otherwise provided for and subject to applicable notes below, labor charges located in Item 502 will apply for each overtime loading or each overtime unloading when this service is performed other than during regular working hours and authorized and confirmed, in writing, by the PPSO.

b. Overtime loading and unloading charges apply when the service is (1) performed other than during regular working hours when this service is made necessary by landlord requirements, (2) required by prevailing laws or ordinances, or (3) rendered at the specific request of the PPSO or its agent, made in writing, and the shipper or its agent is notified of the additional charge specified in this item for this service before the loading and/or unloading begins. (See notes below.)

NOTE 1: Overtime loading and unloading charges will not apply when service is performed for Transportation Service Provider's convenience or when shipments are delivered to a warehouse at destination.

NOTE 2: Overtime loading and unloading services will be rendered only at the option of the Transportation Service Provider. Service involving loading or unloading at a warehouse must be agreed to by the warehouseman.

NOTE 3: Other than regular working hours is defined as follows:

(a) Between 5:00 p.m. and 8:00 a.m., except Saturdays, Sundays, and holidays.

(b) During any hour on Saturday.

(c) During any hour on Sunday.

(d) During any hour on officially declared foreign national, U.S. national or state holidays, except such charges apply on state holidays ONLY when service is rendered within that State on such holiday.

c. The above provisions apply to HHG and UB except the charge for UB will be $14.25 (504B) per shipment for either a pickup or delivery. (Minimum weight has no bearing on UB.)

Item 505 [WTV] ***Reweigh – HHG***

(505A) – Reweigh – HHG

a. The Transportation Service Provider will reweigh the shipment prior to delivery when requested to do so by the PPSO. The lower of the two net scales weights will be used for determining transportation charges. The reweigh charge of sixty-dollars and forty one cents ($60.41), (505A) will be payable for the service only when one of the following conditions are met:

(1) Reweigh net scale weight is the same as or more than initial net scale weight.

(2) The reweigh net weight is less than initial net weight and within the following tolerances:

(a) One hundred (100) pounds of the initial net weight for shipments weighing 5,000 pounds or less.

(b) Two (2) percent of the initial net weight for shipments weighing more than 5,000 pounds.

b. Reweigh provisions are not applicable when constructive weight is used in accordance with Chapter IV.

c. Shipments originating in Korea from places other than Osan, Yongsan, Taegu (20th Support Group), and Kunsan AB must be reweighed at destination. The destination weight will apply and there will be no cost to the Government for the reweigh.

Item 506 [WTV] ***Reweigh – UB***

(506A) – Reweigh – UB

a. The Transportation Service Provider will reweigh the shipment when requested to do so by the PPSO. The lower of the two gross scale weights will be used for determining transportation charges. The reweigh charge of twenty-seven dollars and twenty one cents ($27.21), (506A) will be payable for the service only when one of the following conditions is met:

(1) The reweigh gross weight is the same as or more than the initial gross weight.

(2) The reweigh gross weight is less than the initial gross weight and the difference is less than 25 pounds.

b. Reweigh provisions are not applicable when constructive weight is used in accordance with Chapter IV.

Item 507 [UPK] ***Unpacking Service – UB Only***

(507A) – Unpacking – barrel, dish-pack, drum 5 CU FT and over
(507B) – Unpacking – boxes between 5-8 CU FT
(507C) – Unpacking – boxes over 8 CU FT
(507D) – Unpacking – boxes under 5 CU FT
(507E) – Unpacking – cartons between 6-8 CU FT
(507F) – Unpacking – cartons over 8 CU FT
(507G) – Unpacking – cartons between 4-6 CU FT
(507H) – Unpacking – cartons under 4 CU FT
(507I) - Unpacking – containers or crates – fragile articles
(507K) – Unpacking – containers or crates – external

Billing Note: Subitem 507I is subject to a minimum charge when billing for the unpacking of containers specifically designed for fragile articles. Each crate/container should be billed separately.

a. Additional charges when unpacking service is preapproved by the PPSO when requested/verified by the member on the DD 619-1.

(1) When Transportation Service Provider unpacks the external container/crate, and places each article in the residence or other building, a $.75 (507K) per cubic foot charge will apply.

(2) When a Transportation Service Provider unpacks the internal cartons and places each article in the residence or other building, the Transportation Service Provider has the option of billing a per cubic foot charge as outlined in (1) above; or a per carton charge, whichever is greater. Transportation Service Provider cannot bill for both.

b. Charges.	PER	UNPACKING RATES (In dollars and cents)
BARRELS: Barrel, dish-pack, drum or specially designed containers for use in lieu of barrel, dish-pack or drum of not less than 5 cubic feet capacity	Each	$3.40 (507A)
BOXES: Not over 5 cubic feet	Each	1.90 (507D)
Over 5 but not over 8 cubic feet	Each	3.25 (507B)
Over 8 cubic feet.	Cu. Ft. or	75 (507C)
fraction thereof		
CARTONS: Double or Triple-Wall (Federal Specifications) (PPP-B-1364 or PPP-B-640):		
not over 4 cubic feet	Each	3.50 (507H)
over 4 but not over 6 cubic feet	Each	3.85 (507G)
Over 6 but not over 8 cubic feet	Each	4.35 (507E)
Over 8 cubic feet	Cu. Ft. or	.75 (507F)
fraction thereof		

When cartons of more than 1-1/2 cubic feet are used and no rate is shown for the size carton used, charges will be based on the rate for the next lower size carton shown.

Cubic content must be shown on all cartons.

WARDROBE CARTON, not less than 10 cubic feet	Each	None
CONTAINERS OR CRATES, specifically designated for mirrors, painting, glass or marble tops and similar fragile articles. Gross measurement of specially designed container or crate.	Cu. Ft. or fraction thereof	.75
Minimum charge per specially designed container or crate	Each	2.15 (507I)

Item 508 [SCD] ***Crates/Special Containers- HHG Only***

(508A) – Minimum charge
(508B) – Special containers/crates internal
(508C) – Special containers/crates – external
(508D) – Member containers/crates – regular labor
(508E) – Member containers/crates – overtime labor
(508F) – Member containers/crates – Sunday/holiday labor – Alaska only
(508G)- Corrugated Carton for Flat Panel Television

Billing Note 1: Sub-item 508B is subject to a minimum charge when billing for the construction of containers or crates that will fit into type 2 containers. Each crate/container should be billed separately.

Billing Note 2: If Transportation Service Providers utilize crates retained by the member from a previous move, use the applicable labor rates contained in Item 502 when billing for regular labor services under sub-item 508D, overtime labor services under sub item 508E, or Sunday/holiday labor services (Alaska only) under sub-item 508F.

a. Compensation to the Transportation Service Provider is authorized for construction of crates/containers necessary for safe transit of motorcycles, mopeds, mini-bikes and items of unusual nature such as but not limited to, hang gliders, sailboards, hot tubs, slate pool tables, marble/glass table tops and certain grandfather clocks (protruding glass faces), etc.

b. External shipping containers (FED SPEC PPP-B 601) are authorized for items that will not fit into standard HHG shipping containers.

(1) Compensation: $9.15 (508C) per cubic foot, no minimum charge. TSP's must bill the actual cubic foot dimensions. No rounding of cubic dimensions is allowed.

(2) Container becomes property of the Government.

c. Internal crates (MIL SPEC MIL-C-53950, TYPE 1, STYLE B) are authorized for items that will fit into standard HHG shipping containers but require additional protection for safe transit.

(1) Compensation: $12.59 (508A) per crate or $5.58 (508B) per cubic foot, whichever is greater. TSP's must bill the actual cubic foot dimensions. No rounding of cubic dimensions is allowed.

(2) Crates remain the property of service member.

d. This item does not apply to rug or sofa boxes.

e. Transportation Service Providers are responsible for notifying the PPSO of any item requiring crates/containers prior to performing service and construction of crates/containers. The PPSO is responsible for determining the necessity of requests for crating by Transportation Service Providers, as well as service members. Vehicular equipment, such as motorcycles, mopeds, mini-bikes and ATV's are automatically approved for crating and do not require prior approval from the PPSO.

f. If a Transportation Service Provider utilizes crates retained by the member from a previous move, compensation for service performed will be made under labor costs.

g. Flat panel television(s) should be packed in the original container, if available and serviceable. If original packing materials are not available, flat panel television(s) may be wrapped and crated for maximum protection or TSP's can use corrugated cartons designed specifically for flat panel television(s) and charge a flat rate fee of $105.00 (508G). Flat panel television(s) must always be handled in an upright position. There will be no additional compensation for labor costs when using the original container or the corrugated cartons. Flat Panel television(s) include Plasma and Liquid Crystal Display (PCD) types, which are by design, four inches or less in depth and are incapable of standing alone without a form of support.

h. Foam Mattresses: Tempur-Pedic or comparable mattress(s) can be internally or externally crated for International shipments only. TSP services performed under this item must be pre-approved by the responsible PPSO.

Item 509 [PUD] ***Extra Pickup or Delivery***

(509A) – Extra pickup – HHG
(509B) – Extra pickup – UB
(509C) – Extra delivery – HHG
(509D) – Extra delivery – UB
(509E) – Extra pickup/delivery – regular – labor
(509F) – Extra pickup/delivery – overtime – labor
(509G) – Extra pickup/delivery – Sunday/holiday – labor (Alaska only)
(509H) – Extra pickup – over 100 miles
(509I) – Extra delivery – over 100 miles

Billing Note 1: Rate is based upon a flat rate plus mileage rates when billing for extra pickup or delivery services for HHG shipments under sub-items 509A and 509C and 509H and 509I, respectively. Each extra pickup or delivery should be billed separately.

Billing Note 2: Rate is based upon a flat rate only when billing for extra pickup or delivery services for UB shipments under sub-items 509B and 509D respectively.

Billing Note 3: Use the applicable labor rates contained in Item 502 when billing for regular labor services under sub-item 509E, overtime labor services under sub-item 509F, or Sunday/holiday labor services (Alaska only) under sub-item 509G.

a. Portions of a shipment may be picked up or delivered at one or more places–origins, destinations, or enroute, provided all portions of the shipment are made available to the Transportation Service Provider at the same time. Service under this item will be authorized by proper entry on the PPGBL or by ordering of service and certification on DD Form 619 by the responsible PPSO.

b. Charges for extra pickup or delivery of HHG will be computed as follows:

CONTIGUOUS UNITED STATES AND HAWAII (509A & 509C)	OVERSEAS, EXCLUDING ALASKA AND HAWAII (509A & 509C)	ALASKA (509A & 509C)
$45.95 per extra pickup/delivery	$29.10 per extra pickup/delivery	$68.40 per extra pickup/delivery

c. For additional pickups/deliveries of HHG in excess of 100 miles from origin/destination, the TSP shall bill the following, in addition to the flat rate specified above:

CONTIGUOUS UNITED STATES AND HAWAII (509H & 509I)	OVERSEAS, EXCLUDING ALASKA AND HAWAII (509H & 509I)	ALASKA (509H & 509I)
.20 cents per cwt per 10 mile increment or fraction thereof	.20 cents per cwt Per 10 mile increment or fraction thereof	.50 cents per cwt. per 10 mile increment or fraction thereof

For example, if a TSP is ordered to perform an extra pickup for a 12,000 lb. HHG shipment that is located 125 miles from origin within CONUS, the TSP shall bill $45.95 plus [(.20 * 120) *3]

d. When the Transportation Service Provider is required to un-stuff and re-stuff containers to effect the extra pickup/delivery, the labor rates in Item 502 will apply.

e. Charges for Extra Pickup or Delivery of UB will be as follows:

(1) Portions of a shipment may be picked up or delivered at one or more places at origin or destination, provided that all portions of the shipment are made available to the Transportation Service Provider at the same time. Services performed under this item will be ordered on a DD Form 619 and certified by the responsible PPSO.

(2) An additional charge of $17.10 (509B & 509D) per extra pickup or delivery per shipment will apply.

Item 510 [RCL] ***Attempted Delivery to Residence from SIT***

(510A) – Attempted delivery – pickup/delivery from SIT – HHG
(510B) – Attempted delivery – pickup/delivery from SIT – UB
(510E) – Attempted delivery – pickup/delivery from SIT – UB – Neighbor islands of Hawaii
(510F) – Attempted delivery – warehouse handling – HHG
(510G) – Attempted delivery – warehouse handling – UB
(510I) – Attempted delivery – waiting time
(510J) – Attempted delivery – labor – regular
(510K) – Attempted delivery – labor – overtime
(510L) – Attempted delivery – labor – Sunday/holiday (Alaska only)

Billing Note 1: The provisions and rates for pickup or delivery from SIT under Item 520 apply when billing round trip mileage from the warehouse to residence and return for a HHG shipment under sub-item 510A.

Billing Note 2: The provisions and rates for pickup or delivery from SIT under Item 521 apply when billing round trip mileage from the warehouse to residence and return for a UB shipment under sub-item 510B.

Billing Note 3: The warehouse handling rates under Item 518 apply when billing warehouse handling services for a HHG shipment under sub-item 510F.

Billing Note 4: The warehouse handling rates under Item 519 apply when billing warehouse handling services for a UB shipment under sub-item 510G. Sub-item 510G is subject to a minimum charge.

Billing Note 5: The per hour per vehicle are under Item 503 applies when billing for waiting time under sub-item 510I.

Billing Note 6: Use the applicable labor rates contained in Item 502 when billing for regular labor services under sub-item 510J, overtime labor services under sub-item 510K, or Sunday/holiday labor services (Alaska only) under sub-item 510L.

a. Compensation to the Transportation Service Providers for attempted delivery to residence from SIT when failure to deliver is not the fault of the Transportation Service Provider will be as follows:

(1) Round trip mileage from the warehouse to residence and return.

(a) If total mileage is 50 miles or less, Pickup or Delivery Transportation Rate on SIT shipments will apply.

(b) If total mileage is greater than 50 miles, applicable provisions of Item 520/521 will apply.

(2) Warehouse Handling: A second warehouse handling charge will apply if the shipment is again placed into SIT.

NOTE: If the shipment remains on the vehicle until delivered, this additional warehouse handling charge WILL NOT APPLY.

(3) Waiting Time: The provisions of Item 503 will apply if Transportation Service Provider is required to wait at residence.

(4) SIT: If property is again placed into SIT, the same SIT control number will apply. Storage charges in CONUS will continue at the additional daily rate. Storage charges in overseas areas will continue on a 30-day basis for HHG and a 15-day basis for UB.

b. If a delivery from SIT is cancelled and the Transportation Service Provider's agent has performed services in preparation for the delivery, labor charges are authorized in accordance with the rates set forth in the solicitation. The PPSO should determine at the time of cancellation if services were performed. If services have been performed, the PPSO must determine the applicable charges.

Item 511 [650] ***Attempted Pickup and Direct Delivery Charges***

(511A) – Attempted pickup – vehicle hours
(511B) – Attempted pickup – labor – regular
(511C) – Attempted pickup – labor – overtime
(511D) – Attempted pickup – labor – Sunday/holiday – Alaska only
(511E) – Attempted pickup – waiting time

Billing Note 1: Use the applicable labor rates contained in Item 502 when billing regular labor services under Sub-item 511B, overtime labor services under sub-item 511C, or Sunday/holiday labor services (Alaska only) under sub-item 511D.

Billing Note 2: Use the per hour per vehicle rate under Item 503 when billing waiting time under sub-item 511E.

a. Whenever attempted pickup or direct delivery occurs, under conditions stated in definition of the term in Chapter II, service will be supported by DD Form 619 certified by the PPSO.

b. Charges for this service will be computed as follows:

(1) Per vehicle: $21.50 (511A) per hour

(2) Labor: See billing note 1.

(3) Waiting Time: One hour free time in accordance with Item 503. (HHG only)

Item 512 ***Code 3 Central Web Application (CWA) Billing Codes***

(512A) – Ocean Compensation Rates
(512B) – 12.5% increase when 45 feet or over containers are utilized
(512C) – Bunker Adjustment Factor
(512D) – Currency Adjustment Factor

NOTE 1: Service Rates based on shipment Pickup Date (GBL Block #7)
NOTE 2: TSPs must utilize the billing codes provided under this item when billing through CWA for Code 3 shipments.

Item 513 ***Fuel Surcharge (CONUS, Including Alaska and Hawaii)***

(405) Fuel Surcharge

1. This provision shall apply only to any inland transportation segment within CONUS where a Fuel Surcharge applies to that segment of a shipment transported by truck.

2. In circumstances where a TSP elects to subcontract for any portion of household goods transportation services provided by truck, the TSP shall be required to pass through any fuel-related adjustments paid by the government to the TSP to the person(s), corporation(s), household goods carriers, household goods freight forwarders, or other authorized TSP(s) that actually bear the fuel cost for any shipment(s), or any portion thereof, transported under this tender. TSPs shall insert a clause that meets the intent of this requirement in any subcontract with any motor carrier or household goods freight forwarder, or other person or entity at any tier authorized to transport household goods shipments.

a. In no event shall this legal requirement be interpreted to provide any subcontractor lacking privity of contract with the U.S. Government with legal standing to assert a transportation claim for payment pursuant to 31 U.S.C. 3726 against SDDC, US TRANSCOM, or the Department of Defense due to a TSP's failure to insert the required clause in any subcontract, or the failure of a TSP to otherwise properly comply with the fuel-related surcharge pass-through requirement established by Section 884 of the 2009 National Defense Authorization Act.

b. TSPs who fail to comply with the requirements of this provision may be subject to an administrative determination to place the TSP in non-use or suspension status.

NOTE: For the convenience of TSPs, a sample provision implementing this requirement is provided herein as follows:

> TSP agrees that it shall be solely responsible to pass-through and pay subcontractor any fuel-related surcharge for the relevant portion of truck transportation services actually performed by subcontractor for fuel surcharge sums actually paid to TSP for DoD household goods shipment(s). TSP agrees that any fuel-related surcharge amount owed to subcontractor shall be paid immediately upon TSP's receipt of payment from DoD. TSP and subcontractor agree that in no event shall subcontractor be entitled to file a transportation claim directly with the U.S. government, or that the subcontractor shall have a cognizable or valid transportation claim for fuel-related surcharges directly against the government due to failure or refusal of a TSP to pay any subcontractor any lawfully owed fuel-related surcharge for fuel costs actually incurred by subcontractor.

Billing Note: The code identified for fuel surcharge billing is an authorized ANSI code. Fuel price adjustments will be clearly shown on all paper and electronic Government Bills of Lading and invoices. The amount of any diesel fuel rate surcharge must be shown as a separate item on the Transportation Service Provider's invoice.

The Fuel-Related Rate Adjustment Policy No. TR-12 can be found on SDDC's website at www.sddc.army.mil.

Item 514 [GOC] ***Use of Government-Owned Containers (GOCs)***

(514A) – Use of GOCs – reduction charge
(514B) – Use of GOCs – auxiliary service charge – vehicle hours
(514C) – Use of GOCs – auxiliary service charge – labor – regular
(514D) – Use of GOCs – auxiliary service charge – labor – overtime
(514E) – Use of GOCs – auxiliary service charge – labor – Sunday/holiday – Alaska only

Billing Note 1: Use the auxiliary service for per hour per vehicle are under Item 501 when the container turn-in point is beyond a 10-mile radius and bill the charge under sub item 514B.

Billing Note 2: Use the applicable labor rates contained in Item 502 when billing regular labor services under Sub item 514C, overtime labor services under sub item 514D, or Sunday/holiday labor services (Alaska only) under sub item 514E.

a. Transportation Service Providers must report GOCs by container number to the destination PPSO upon notification of delivery.

b. Transportation Service Providers may use GOCs to transport ITGBL shipments when containers are made available by the PPSO. When a Transportation Service Provider uses GOCs, a reduction of $45.00 (514A) for each container of 166 cu. Ft. or greater will apply to the shipment. The PPGBL will be annotated as follows:

> "(Number of) containers, 166 cu. Ft. or greater, were used to transport shipment.
> $(Amount) reduction applies to shipment."

c. GOCs will be returned by the Transportation Service Provider to Government control without cost to the Government if either the destination residence or Transportation Service Provider's facility is within a 10-mile radius of the destination PPSO turn-in point.

d. If the turn-in point is beyond a 10-mile radius, disposition instructions will be issued by the destination PPSO. Charges will be computed based on same charge as for Auxiliary Services.

Item 515 ***Reserved for Future Use***

Item 516 ***Shipping Procedures for the Hawaiian Islands***

(516A) – Vehicle hours
(516B) – Labor – regular
(516C) – Labor – overtime

a. For shipments from/to the Island of Oahu, the SFR for US89 applies.

b. For shipments that are destined to the Island of Oahu and then transported to a neighbor island, Transportation Service Providers will be authorized additional labor, vehicle, and water/air charges for shipments which are transported to the Island of Oahu (US89) and require further movement to an outer island due to miss consignment of the shipment by the original PPSO or reassignment of the service member. Charges for labor and vehicle will be in accordance with rates set forth in Items 501 and 502 of the Solicitation. In order to substantiate payment, a certified DD Form 619 and ocean bill of lading, or airway bill for UB shipments must be submitted to the appropriate finance and accounting office with the Transportation Service Provider's payment invoice.

c. For shipments from/to the neighbor Islands of Oahu, see Item 1203i. These shipments will be handled under the OTO program.

d. Neighbor islands of Oahu are Kauai, Maui, Molokai, Lanai, and the Island of Hawaii ('Big Island').

Item 517 [HHG] ***Shipping Procedures for the Florida Keys***

(517A) – Pickup or delivery – Florida Keys

This item applies to HHG only. For pickup or delivery of shipments from/to the Florida Keys, the SFR for US4964400 plus $5.05 (517A) per net CWT charge will apply.

Item 518 [STR] ***SIT and Warehouse Handling Charges – HHG***

(518A) – SIT – each additional day (CONUS)
(518B) – SIT – first day (CONUS)
(518C) – SIT – 30-day periods (outside CONUS)
(518D) – Warehouse handling charge

Billing Note 1: Use a combination of sub-item 518B for the first day charge and 518A for each additional day charge when billing SIT services within CONUS.

Billing Note 2: Use sub-item 518C for each 30-day period or fraction thereof when billing SIT services outside CONUS.

Billing Note 3: Use sub-item 518D when billing warehouse handling charges, regardless of location.

a. SIT and warehouse handling charges are in dollars and cents per net CWT and apply based on the location of warehouse where SIT service is provided. (Block 18 for Destination SIT and Block 19 for Origin SIT of the BL). Charges for these services will be based on actual weight of goods stored in transit, subject to a 500-pound minimum. Rates in effect on the date of initial pickup at origin will apply.

b. This item applies when SIT is ordered by a PPSO and performed by a Transportation Service Provider or its agent.

(1) CONUS locations: Storage charges apply for each day of storage and apply each time SIT service is rendered. Storage days will include the day goods are placed in storage and the day goods are removed from storage. If the goods are removed from storage on the same day they are placed in storage, 1 day storage will apply.

(2) OVERSEAS locations: Storage charges apply for each 30 days or fraction thereof each time SIT service is rendered. The storage period will include the day the shipment is placed in storage, but not the day removed from storage. If the goods are removed from storage on the same day they are placed in storage, one 30-day storage period will apply.

c. Warehouse handling charge applies once each time shipment is placed in SIT.

d. Except as provided below, a shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. PPSO will notify Transportation Service Provider of the extension and projected termination date. When not removed from SIT at midnight on the day specified by the PPSO in writing via email, facsimile, or U.S. Postal Service mail: the liability of the Transportation Service Provider shall terminate, the through PPGBL character of the shipment will cease, the warehouse will be considered the destination of the shipment, the warehouseman will become the agent for the shipper, and the shipment becomes subject to the rules, regulations and charges of the warehouseman.

NOTE: TSPs should take note and PPSOs should recommend that the member has an option to request a joint inspection, at his/her expense, on the property prior to TSP full replacement value liability ending.

EXCEPTION: When the shipper has requested final delivery of its property, on a date five days preceding the expiration of storage, and when the Transportation Service Provider, through no fault of the shipper, does not deliver the property prior to the end of the 180th day period, then SIT charges will not apply after the 180 days or at the end of the extended SIT period authorized by the PPSO. All other provisions under the original tender will continue in effect until property is delivered to final residence.

e. Delivery to residence should be made on the date requested, if possible. If prior commitments prevent delivery on that date, (every effort should be made to deliver as soon as possible thereafter within five (5) working days after the requested delivery date. In any event, storage charges shall cease to accrue on either of the following dates, whichever is earlier:

(1) Requested delivery date, or five (5) working days following notification to, whichever is later; or

(2) Date of actual delivery for CONUS locations, or the date immediately prior to the date of actual delivery for overseas locations.

f. See paragraph 500, Geographical Application of Rates and Schedules, for SIT and Warehouse Handling Rate to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS (other than points listed below).

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

OVERSEAS APPLICATION: Rates apply in the territory or at the points shown below based on the location of Warehouse where SIT service is provided (Block 18 for Destination SIT and Block 19 for Origin SIT)

OVERSEAS (O/S):	O/S Storage for each 30 Days or fraction thereof (518C)	Warehouse Handling Charge (518D)
ALASKA	$5.80	$4.52
ARGENTINA	3.04	2.54
AUSTRALIA	2.92	5.13
BELGIUM, CRETE, SPAIN, TURKEY, & ALL OTHER EUROPEAN COUNTRIES NOT OTHERWISE PROVIDED	3.86	3.86
BRAZIL	3.99	3.99
CANADA	1.78	2.48
CHILE, COLOMBIA, COSTA RICA, ECUADOR, EL SALVADOR, NORWAY	2.63	2.52
GERMANY	5.13	5.13
GUAM	2.55	1.91
GUATEMALA, HONDURAS, PERU, & VENEZUELA	3.49	3.49
HAWAII	5.75	5.23
ICELAND	4.22	4.22
ITALY, SICILY, & SARDINA	2.75	2.78
JAPAN		
JAPAN-CENTRAL (JA01)	5.46	4.61
JAPAN-SOUTH (JA02)	4.64	4.38
JAPAN-NORTH (JA03)	4.75	4.05
OKINAWA (JA96)	4.15	3.27
KOREA, PHILIPPINES, & SUBIC BAY	3.89	4.51
THE NETHERLANDS	3.63	4.28
PUERTO RICO	4.28	4.28
UNITED KINGDOM	5.83	4.86
URUGUAY	2.30	2.11
ANY GEOGRAPHICAL LOCATION (INCLUDING AUTONOMOUS REGIONS) OTHER THAN LISTED ABOVE	2.15	2.46

Item 519 [STR] ***SIT and Warehouse Handling Charges – UB***

(519A) – SIT – each 15-day period
(519C) – Warehouse handling

Billing Note 1: Sub-item 519A is subject to a minimum charge when billing SIT services for UB shipments.

Billing Note 2: Sub-item 519C is subject to a minimum charge when billing warehouse handling services for UB shipments.

Billing Note 3: Billing codes below ***associated with the minimum charges only*** are not to be submitted for billing purposes.

Rates are in dollars and cents per gross CWT and apply in territory or areas shown below, based on location of warehouse where SIT service is provided: (Block 18 for Destination SIT and Block 19 for Origin SIT)

WHEN WAREHOUSE IS LOCATED AT:	SIT FOR EACH 15 DAYS OR FRACTION THEREOF		WHSE. HANDLING CHARGE	
	PER GROSS CWT. (519A)	MINIMUM CHARGE PER EACH 15 DAYS OR FRACTION THEREOF (519B)	PER GROSS CWT. (519C)	MINIMUM CHARGE PER SHIPMENT (519D)
Any point within CONUS	$1.44	$ 7.39	$1.44	$ 7.39
Overseas:				
Alaska (all zones)	2.24	11.11	2.24	11.11
Australia (AS)	3.58	7.68	4.99	6.53
Belgium	3.47	7.76	3.47	7.76
Germany	4.41	7.71	4.41	7.71
Hawaii	2.45	12.48	4.35	16.01
Japan (JA01)	4.42	8.13	4.24	8.99
Japan (JA02)	4.51	7.83	4.51	9.25
Japan (JA03)	2.26	6.44	2.29	7.09
Okinawa	2.40	6.44	2.40	6.44
Korea	3.25	7.83	3.25	7.83
Netherlands, The	3.38	7.71	3.79	7.71
Norway	3.10	7.71	3.10	7.71
Puerto Rico	3.47	8.64	3.47	8.64
Scotland/United Kingdom	4.32	7.80	4.86	7.80
All other overseas geographical areas or Autonomous Regions	1.69	8.02	1.69	8.02

NOTE 1: Delivery to residence will be made on the date specified by the PPSO provided the PPSO has given the Transportation Service Provider 3 working days notice. Transportation Service Provider must deliver shipment no later than 3 working days after PPSO notification. If notification is given before noon of a working day, that day will be considered day one. If notification is given after noon of a working day, following day will be considered day one. Storage charges will cease as shown below:

(a) After day three (3), when the shipment is delivered beyond the 3rd working day at the convenience of the Transportation Service Provider.

(b) The day after the shipment is removed from storage, when the shipment is delivered beyond the 3rd working day at the PPSO's request.

NOTE 2: This item applies when SIT is ordered by a PPSO and performed by a Transportation Service Provider or its agent. Storage days will include the day goods are placed in storage and the day goods are removed from storage. If the goods are removed from storage on the same day they are placed in storage, one 15-day storage period will apply.

NOTE 3: Warehouse Handling Charge applies once each time shipment is placed in SIT.

Item 520 [PDS] ***Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG***

(520A) – SIT – pickup or delivery charges
(520B) – SIT – pickup or delivery over 50 miles
(520C) – SIT – overtime loading and unloading

Billing Note: The applicable rate is based on mileage and location when billing pickup or delivery services under Sub-item 520A. Use the applicable HHG rate contained under Item 504 when billing overtime loading and unloading services under sub-item 520C.

a. Rates in this item apply to drayage of SIT shipments as follows:

(1) From residence to SIT facility at origin.

(2) From destination SIT facility to final residence.

NOTE: Applies to shipments stored at either commercial or Government facility.

b. Shipments stored within CONUS:

(1) Pickup or delivery within a 50 driving-miles of SIT facility, apply the rates in applicable schedule in this item.

(2) Pickup or delivery beyond 50 driving-miles of SIT facility, apply applicable schedule in this item plus rate for additional mileage beyond 50 miles, as contained in line haul table. See Item 530.

c. Shipments stored within overseas areas:

(1) For shipments stored overseas (except for overseas areas in Schedules R, S, T, U, V, W, and X), apply the applicable rate table. See Item 530.

(2) The break point indicated in this item is the weight at which the use of the minimum weight and applicable rate table of the next higher weight bracket becomes cost favorable.

d. Long delivery out of SIT may not be used for shipments requiring further over-ocean movement or shipments requiring delivery from one overseas rate area to another overseas rate area. These shipments must be terminated at the SIT facility and reshipped (see Item 526).

e. The PPSO may order, subject to the Transportation Service Provider's concurrence, the services provided by this item during other than regular working hours. The rates specified below plus overtime loading and/or unloading charges will apply. These additional charges will not apply when service is performed for the convenience of the Transportation Service Provider. When such service is ordered, it must be confirmed in writing. Rates in effect on date of initial pickup at origin will apply.

f. See Item 500, Geographical Application of Rates and Schedules for Pickup or Delivery Transportation Schedules to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS.

Pickup or Delivery Transportation Rates applying on Storage-in-Transit	APPLY RATES IN SCHEDULE
At any point with CONUS, refer to	ITEM 500
AT ANY POINT OUTSIDE CONUS, excluding Canada	T, U, V, W, X OR APPLICABLE RATE TABLE.
CANADA: Provinces of British Columbia, Labrador and Territories of Northwest and Yukon and Toronto, Ontario; Montreal, Quebec, Halifax, Nova Scotia; Ottawa, Ontario; Calgary, Alberta; Edmonton, Alberta; Winnepeg, Manitoba; Hull, Quebec, and any point within a 25 mile radius of each above named city	S
All other points within Canada	R_____

PICKUP OR DELIVERY TRANSPORTATION RATE SCHEDULES:		RATES (520A)
SCHEDULES A:	500 to 999 lbs. incl. (Break Point Weight – 588 lbs.)	$21.50
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,684 lbs.)	12.64
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,418 lbs.)	10.64
	4,000 lbs. and over	9.09
SCHEDULES B:	500 to 999 lbs. incl. (Break Point Weight - 559 lbs.)	$24.28
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,681 lbs.)	13.57
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,513 lbs.)	11.40
	4,000 lbs. and over	10.01
SCHEDULES C:	500 to 999 lbs. incl. (Break Point Weight - 574 lbs.)	$25.52
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,685 lbs.)	14.63
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,604 lbs.)	12.32
	4,000 lbs. and over	11.10
SCHEDULES D:	500 to 999 lbs. incl. (Break Point Weight - 588 lbs.)	$27.44
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,658 lbs.)	16.11
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,557 lbs.)	13.35
	4,000 lbs. and over	11.87
SCHEDULES E:	500 to 999 lbs. incl. (Break Point Weight - 597 lbs.)	$29.60
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,605 lbs.)	17.66
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,696 lbs.)	14.17
	4,000 lbs. and over	13.09
SCHEDULES F:	500 to 999 lbs. incl. (Break Point Weight - 610 lbs.)	$31.77
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,616 lbs.)	19.36
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,471 lbs.)	15.64

	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,718 lbs.)	13.57
	8,000 lbs. and over	13.09
SCHEDULES G:	500 to 999 lbs. incl. (Break Point Weight - 628 lbs.)	$33.54
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,611 lbs.)	21.04
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,384 lbs.)	16.94
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,308 lbs.)	14.33
	8,000 lbs. and over	13.09
SCHEDULES H:	500 to 999 lbs. incl. (Break Point Weight - 630 lbs.)	$36.00
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,619 lbs.)	22.65
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,300 lbs.)	18.33
	4,000 to 7,999 lbs. incl. (Break Point Weight - 6,926 lbs.)	15.12
	8,000 lbs. and over	13.09
SCHEDULES I:	500 to 999 lbs. incl. (Break Point Weight - 633 lbs.)	$38.38
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,621 lbs.)	24.28
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,277 lbs.)	19.67
	4,000 to 7,999 lbs. incl. (Break Point Weight – 6,501 lbs.)	16.11
	8,000 lbs. and over	13.09
SCHEDULES J:	500 to 999 lbs. incl. (Break Point Weight - 642 lbs.)	$40.99
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,613 lbs.)	26.30
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,244 lbs.)	21.20
	4,000 to 7,999 lbs. incl. (Break Point Weight – 6,567 lbs.)	17.19
	8,000 lbs. and over	14.11
SCHEDULES K:	500 to 999 lbs. incl. (Break Point Weight - 651 lbs.)	$43.39
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,606 lbs.)	28.21
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,252 lbs.)	22.65
	4,000 to 7,999 lbs. incl. (Break Point Weight – 6,540 lbs.)	18.41
	8,000 lbs. and over	15.05
SCHEDULES L:	500 to 999 lbs. incl. (Break Point Weight - 665 lbs.)	$44.54
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,621 lbs.)	29.60
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,202 lbs.)	23.99
	4,000 to 7,999 lbs. incl. (Break Point Weight – 6,592 lbs.)	19.20
	8,000 lbs. and over	15.82
SCHEDULES M:	500 to 999 lbs. incl. (Break Point Weight - 650 lbs.)	$46.39
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,606 lbs.)	30.14
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,252 lbs.)	24.20
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,305 lbs.)	19.67
	8,000 lbs. and over	17.96
SCHEDULES N:	500 to 999 lbs. incl. (Break Point Weight - 647 lbs.)	$50.79
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,625 lbs.)	32.82

	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,226 lbs.)	26.66
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,204 lbs.)	21.50
	8,000 lbs. and over	19.36
SCHEDULES O:	500 to 999 lbs. incl. (Break Point Weight - 652 lbs.)	$54.64
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,620 lbs.)	35.59
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,241 lbs.)	28.82
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,209 lbs.)	23.35
	8,000 lbs. and over	21.04
SCHEDULES P:	500 to 999 lbs. incl. (Break Point Weight - 653 lbs.)	$59.03
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,608 lbs.)	38.54
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,243 lbs.)	30.98
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,217 lbs.)	25.11
	8,000 lbs. and over	22.65
SCHEDULES Q:	500 to 999 lbs. incl. (Break Point Weight - 655 lbs.)	$63.13
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,608 lbs.)	41.30
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,254 lbs.)	33.24
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,160 lbs.)	27.04
	8,000 lbs. and over	24.20
SCHEDULES R:	500 to 999 lbs. incl. (Break Point Weight - 653 lbs.)	$41.02
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,543 lbs.)	26.77
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,408 lbs.)	20.65
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,141 lbs.)	17.59
	8,000 lbs. and over	15.70
SCHEDULES S:	500 to 999 lbs. incl. (Break Point Weight - 653 lbs.)	$44.37
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,606 lbs.)	28.95
	2,000 to 3,999 lbs. incl. (Break Point Weight – 2,951 lbs.)	23.24
	4,000 to 7,999 lbs. incl. (Break Point Weight – 7,940 lbs.)	17.14
	8,000 lbs. and over	17.01

SCHEDULES T: HAWAII:

	500 to 999 lbs. incl. (Break Point Weight - 630 lbs.)	$34.82
	1,000 to 1,999 lbs. incl. (Break Point Weight – 1,620 lbs.)	21.91
	2,000 to 3,999 lbs. incl. (Break Point Weight – 3,295 lbs.)	17.74
	4,000 to 7,999 lbs. incl. (Break Point Weight – 6,938 lbs.)	14.61
	8,000 lbs. and over	12.67

SCHEDULES U: Reserved for Future Use

SCHEDULES V: ALASKA: Any point within the State when point of pick-up or delivery and warehouse are both located within a distance of 50 miles or less.

500 to 999 lbs. incl. (Break Point Weight - 674 lbs.)	$49.86
1,000 to 1,999 lbs. incl. (Break Point Weight – 1,849 lbs.)	33.59
2,000 to 3,999 lbs. incl. (Break Point Weight – 3,839 lbs.)	31.05
4,000 to 7,999 lbs. incl. (Break Point Weight – 6,972 lbs.)	29.80
8,000 to 11,999 lbs. incl. (Break Point Weight – 10,573 lbs.)	25.97
12,000 lbs. and over	22.88

NOTE: When points are beyond 50 miles, add to 50 mile charge shown above, $3.79 per mile per shipment for each mile in excess of 50 miles.

SCHEDULES W: PUERTO RICO: Any point.

500 lbs. and over	$4.54

SCHEDULES X: GUAM: Any point.

500 to 999 lbs. incl. (Break Point Weight - 670 lbs.)	$7.84
1,000 to 1,999 lbs. incl. (Break Point Weight – 1,547 lbs.)	5.25
2,000 to 3,999 lbs. incl. (Break Point Weight – 3,478 lbs.)	4.06
4,000 lbs. and over	3.53

Item 521 [PDS] ***Pickup or Delivery Transportation Rate to Apply to SIT – UB***

(521A) – SIT – any point within CONUS – 30 miles or less
(521B) – CONUS and the island of Oahu, Hawaii – over 30 miles – min charge
(521C) – Alaska – 30 miles or less
(521D) – Alaska – over 30 miles – min charge
(521E) – Germany 0 30 miles or less
(521F) – Germany – over 30 miles – min charge
(521G) – Hawaii – 30 miles or less
(521H) – Islands of Hawaii, other than Oahu – over 30 miles – min charge
(521I) - all other overseas areas – 30 miles or less
(521J) – all overseas areas except (Germany, Alaska, or Hawaii) – over 30 miles – min charge
(521K) – minimum charge
(521L) – administrative fee

Billing Note 1: Pickup and delivery charges are subject to a minimum charge when billing pickup or delivery services from SIT for UB shipments. The rates used for costing pickup and delivery charges are based upon location and mileage.

a. Rates apply for pickup of shipments at residence and transportation to origin agents warehouse for SIT or for delivery from SIT at destination agent's warehouse to residence or other final delivery point.

NOTE: This item applies when either a commercial or Government storage facility is used.

b. Rates apply in territory or areas shown below based on location of warehouse where SIT service is provided. Charges are subject to a $49.32 (521K) minimum per shipment.

c. The following rates apply within 30-mile radius of warehouse:

APPLICABLE RATES WHEN WAREHOUSE IS LOCATED AT:	RATES PER GROSS CWT.
Any point within CONUS (521A)	$22.16
Overseas:	
Alaska (521C)	21.27
Germany (521E)	10.48
Hawaii (521G)	18.69
All other overseas areas (521I)	6.08

d. For distances over a 30-mile radius:

(1) Within CONUS and the Island of Oahu, Hawaii, apply the rates in the applicable line haul rate tables or the above rates, whichever is greater, subject to a $63.26 (521B) minimum charge per shipment.

(2) Overseas (except Germany, Alaska, and Hawaii), apply the rates in the applicable line haul rate tables or the above rate, whichever is greater, subject to a $40.53 (521J) minimum charge per shipment.
*Note: If delivery is from an overseas rate area to another overseas rate area then do NOT apply this item, see Item 526.

(3) Within Alaska, apply the rates in the applicable line haul rate tables or the above rate, whichever is greater, subject to a $63.26 (521D) minimum charge per shipment.

(4) Germany (either origin and/or destination) apply rates in the applicable line haul rate tables or the above rate, whichever is greater, subject to a $40.42 (521F) minimum charge per shipment.

(5) An administrative fee of $20.64 (521L) per shipment.

e. For delivery or pickup of shipments from/to SIT to Islands of Hawaii other than Oahu, the rate of $12.19 (521H) per gross CWT in addition to the above will apply.

f. Pickups and/or deliveries may be made after regular hours or days at the written request of the PPSO, subject to the Transportation Service Provider's concurrence and additional charges. If this service is provided for the convenience of the Transportation Service Provider with the member's concurrence, additional charges WILL NOT APPLY.

g. Charges noted above are in addition to the SFR.

Item 522 [TRM] ***Termination of Shipments – HHG***

(522A) – Termination charge
(522B) - Shipments Terminated Prior to Origin Departure
(522C) – Shipments Terminated Subsequent to Movement from Origin
(522D) - SFR Reduction

Billing Note 1: For shipments terminated prior to commencement of ocean or air transportation, Transportation Service Providers are entitled to bill for packing related services, using the rates contained under Item 522 and applicable line haul services from the origin to point of termination in lieu of their SFR.

Billing Note 2: For shipments terminated during or subsequent to the completion of over water transportation, Transportation Service Providers are entitled to bill their SFR to the rate area of termination or their SFR to the rate area of the original destination point, whichever is less; reduced for nonperformance of unpacking services contained under Item 522. Those charges should be billed by referencing code "LHS" instead of Item 522. Transportation Service Providers are also entitled to bill a termination charge under sub-item 522A.

a. A shipment will be terminated when appropriate and ordered by a PPSO or other authorized Government representative.

b. When an order for termination is received, the Transportation Service Provider will locate the shipment, advise the PPSO of shipment's location and effect the required change. The PPSO will issue a PPGBL correction notice to reflect the termination point.

c. The following will apply to shipment terminated for the convenience of the Government:

(1) Shipments terminated prior to departure from the origin area (both CONUS and overseas). Applicable payments are authorized as follows:

(a) $24.56 (522B) per net CWT in CONUS; $33.65 (522B) per net CWT in overseas areas for packing, including the use of packing materials and stuffing into HHG containers.

(b) SIT charges, warehouse handling charges, and delivery to SIT, when required and authorized.

(c) When SIT is not ordered, apply applicable line haul rate table to cover local drayage charges, when applicable.

(2) Shipments terminated subsequent to movement from origin but prior to commencement of ocean or air transportation. Applicable payments are authorized as follows:

(a) $24.56 (522C) per net CWT in CONUS; $33.65 (522C) per net CWT in overseas areas for packing, including the use of packing materials and stuffing into HHG containers.

(b) Apply applicable line haul rate tables to cover local drayage from residence to warehouse.

(c) Applicable line haul rates found in rate tables from origin warehouse to point of termination.

(d) SIT and warehouse handling charges, when required and authorized.

(3) Shipments terminated during or subsequent to the completion of overwater transportation. Applicable payments are authorized as follows:

(a) Transportation Service Provider's SFR to rate area of the termination point or Transportation Service Provider's SFR to the rate area of the original destination point, whichever is less, minus $3.00 (522D) per CWT for nonperformance of the unpacking services. The PPGBL correction notice will reflect this reduction.

(b) If the shipment is to be delivered to a residence or warehouse also within the rate area of the termination point, the Transportation Service Provider's SFR rate as specified above in paragraph c(1), plus appropriate charges for additional services as ordered by the PPSO on a DD Form 619, will apply.

(4) A termination charge of $10.00 (522A) per shipment will apply in addition to other charges authorized herein. The termination charge will be supported by the PPGBL correction notice.

d. When shipments are terminated through the fault of the Transportation Service Provider, the provisions of the Chapter III, Item 330, Shipment Termination, apply. The termination charge of $10.00 will not apply.

NOTE: Any charges for services performed after the termination of the shipment will be in accordance with applicable rules and rates.

Item 523 [TRM] ***Termination of Shipments – UB***

(523A) – Termination charge
(523B) – Shipments Terminated Prior to Departure from Origin
(523C) – Shipments Terminated Subsequent to Movement from Origin

Billing Note 1: For shipments terminated prior to commencement of ocean or air transportation, Transportation Service Providers are entitled to bill for packing related services, using the rates contained under Item 523 and applicable line haul services from the origin to point of termination in lieu of their SFR.

Billing Note 2: For shipments terminated during or subsequent to the completion of over water transportation, Transportation Service Providers are entitled to bill their SFR to the rate area of termination or their SFR to the rate area of the original destination point, whichever is less. In either case, these charges should be billed by referencing code "LHS" instead of Item 523. Transportation Service Providers are also entitled to bill a termination charge under sub-item 523A.

a. A shipment will be terminated when appropriate and ordered by a PPSO or other authorized Government representative.

b. When an order for termination is received, the Transportation Service Provider will locate the shipment, advise the PPSO of shipment's location and effect the required change. The PPSO will issue a PPGBL correction notice to reflect the termination point.

c. The following will apply to shipment terminated for the convenience of the Government:

(1) Shipments terminated prior to departure from the origin area (both CONUS and overseas). Applicable payments are authorized as follows:

(a) $21.71 (523B) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

(b) SIT charges, warehouse handling charges, and delivery to or from SIT, when required and authorized.

(c) Unpacking charges, if applicable.

(d) When SIT is not ordered, apply applicable line-haul rate table to cover local drayage charges.

(2) Shipments terminated subsequent to movement from origin but prior to commencement of ocean or air transportation. Applicable payments are authorized as follows:

(a) $21.71 (523C) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

(b) Applicable line-haul rates for mileage from origin to point of termination.

(c) SIT and warehouse handling charges, when required and authorized.

(d) Unpacking charges, if applicable.

(3) Shipments terminated during or subsequent to the completion of overwater transportation. Applicable payments are authorized as follows:

(a) Transportation Service Provider's SFR to rate area of the termination point or Transportation Service Provider's SFR to the rate area of the original destination point, whichever is less.

(b) If the shipment is to be delivered to a residence also within the rate area of the termination point, the Transportation Service Provider's SFR rate as specified above, plus appropriate charges for additional services as ordered by the PPSO on a DD Form 619, will apply.

(4) A termination charge of $10.00 (523A) per shipment will apply in addition to other charges authorized herein. The termination charge will be supported by the PPGBL correction notice.

d. When shipments are terminated through the fault of the Transportation Service Provider, the provisions of Chapter III, Item 330, Shipment Termination, apply. The termination charge of $10.00 will not apply.

e. UB shipments requiring long delivery out of SIT in the USEUCOM area, due to service members' reassignment to another rate area location, will be terminated. The PPSO is responsible for determining and selecting the most cost-effective method for onward movement of the shipment.

Item 524 [RSP] ***Reshipments – HHG***

(524A) – Reshipment: Original TSP
(524B) – Reshipment: New TSP
(524C) – SFR Reduction

Billing Note: This item applies to HHG shipments terminated for the convenience of the Government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL and related charges should be billed referencing code "LHS" instead of Item 524:

* If the Transportation Service Provider originally handling the shipment is awarded the onward transportation under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 524.

** If the onward transportation of the shipment is tendered to a Transportation Service Provider under a negotiated OTO rate, there is no reduction to the SFR.

*** If another Transportation Service Provider is awarded the shipment under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 524.

a. This item applies to shipments which are terminated for the convenience of the Government and which require over ocean transportation either by air or water. A reshipment normally will be handled by the Transportation Service Provider originally tendered the shipment if that Transportation Service Provider has a cost effective SDDC-approved rate on file or negotiates an acceptable OTO rate with SDDC.

b. The point of termination will be considered the final destination of the original shipment and the GBL will be adjusted accordingly.

c. Onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL:

(1) If the Transportation Service Provider originally handling the shipment has a cost effective SDDC approved rate on file to the new destination, that SFR, less $12.50 (524A) CWT in CONUS, $18.00 (524A) per net CWT in overseas areas for nonperformance of packing and stuffing will apply. The reduction will be supported by a PPSO annotation on the original PPGBL.

(2) If the Transportation Service Provider originally handling the shipment does not have a cost effective, SDDC-approved SFR on file to the new destination, an acceptable OTO SFR will be negotiated (less the cost of packing which was already performed) or the shipment will be tendered to another Transportation Service Provider.

(3) If the shipment is tendered to another Transportation Service Provider with a cost effective, SDDC approved rate on file, this SFR will be reduced by $5.00 (524B) per net CWT for nonperformance of packing services. The shipment will be de-containerized and re-stuffed into other containers and original containers returned to the owner.

d. The above procedures are not applicable to those shipments terminated and retendered due to the fault of the Transportation Service Provider, such as Transportation Service Provider bankruptcy or failure to complete movement as defined in Chapter III, Item 330. The following procedures will apply:

(1) Shipments will remain in the original Transportation Service Provider's containers. These containers will be made available to the original Transportation Service Provider by the new Transportation Service Provider at destination.

(2) The SFR will be reduced by $5.00 (524C) per net CWT for nonperformance of packing services when the shipment is tendered to another Transportation Service Provider with a cost effective SDDC-approved rate on file.

(3) SFR reductions for nonperformance of packing will not apply when OTO rates are solicited by SDDC to complete onward movement of these shipments.

e. Old and new PPGBLs will be cross-referenced.

Item 525 [RSP] ***Reshipments – UB***

(525A) – Reshipment: Original TSP
(525B) – Reshipment: New TSP

Billing Note: This item applies to UB shipments terminated for the convenience of the Government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL and related charges should be billed referencing code "LHS" instead of Item 525:

* If the Transportation Service Provider originally handling the shipment is awarded the onward transportation under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 525.

** If the onward transportation of the shipment is tendered to a Transportation Service Provider under a negotiated OTO rate, there is no reduction to the SFR.

*** If another Transportation Service Provider is awarded the shipment under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 525.

a. This item applies to shipments which are terminated for convenience of the Government and which require over ocean transportation either by air or water. A reshipment normally will be handled by the Transportation Service Provider originally tendered the shipment if that Transportation Service Provider has a cost effective, SDDC-approved rate on file or negotiates an acceptable OTO rate with SDDC.

b. The point of termination will be considered the final destination and the original PPGBL will be terminated at that point.

c. Onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL:

(1) If the Transportation Service Provider originally handling the shipment has a cost effective, SDDC approved rate on file to the new destination, that SFR, less $5.00 (525A) per gross CWT for nonperformance of packing will apply. The reduction will be supported by a PPSO annotation on the original PPGBL.

(2) If the Transportation Service Provider originally handling the shipment does not have a cost effective, SDDC approved rate on file to the new destination, an acceptable OTO SFR will be negotiated or the shipment will be tendered to another Transportation Service Provider.

(3) If the shipment is tendered to another Transportation Service Provider with a cost effective, SDDC approved rate on file, this SFR will be reduced by $5.00 (525B) per gross CWT for nonperformance of packing services.

d. Old and new PPGBLs will be cross-referenced.

Item 526 [DIC] ***Shipments Diverted After Commencement of Transportation Service***

(526A) – Diversion Charge
(526B) – N/A
(526C) – N/A
(526D) – Diversion – Port Handling – Minimum – UB
(526E) – Diversion – Storage – Minimum – UB
(526F) – Diversion – SIT 1st Day – CONUS – HHG
(526G) – Diversion – SIT – Each Additional Day CONUS
(526H) – Diversion – SIT 30 Day – OCONUS – HHG
(526I) – Diversion – Port Handling – HHG
(526J) – Diversion – SIT 15 Day – OCOUNUS – UB
(526K) – Diversion – Port Handling – UB

NOTE: Line haul transportation charges in connection with a diversion shall be billed under Item code 442A - miscellaneous charge.

Billing Note 1: A charge per shipment using 526A applies when a change to a new destination point occurs more than 30 miles from the original destination point.

Billing Note 2: A handling charge will apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the port handling charge as 526I using rates under code 518D, warehouse handling – HHGs, and 526K using rates under code 519C, warehouse handling – UB. When billing the minimum warehouse handling rate used within diversion for UB, TSP shall use billing code 526D.

Billing Note 3: Diversion of some shipments affect the SFR. Reference the appropriate International Personal Property Rate Solicitation guidance under Item 526 for proper billing procedures. Bill the adjustment caused by a diversion using code “LHS.”

Billing Note 4: A storage charge will apply to some shipments diverted within CONUS. Bill the storage charges for HHG as Item 526F using rates from Item 518B. Bill each additional day of storage for HHG as Item 526G, using rates from Item 518A. A storage charge may also apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the storage charge as 526H using rates from Item 518C for HHG and 526J using rates from Item 519A for UB shipments. Use Item 526E for the minimum storage charges utilizing rates from 519B.

a. Upon instructions made and confirmed in writing by the PPSO, shipments will be diverted subject to the provisions and charges shown below. However, when charges are assessed in accordance with the provisions of this item, the charges associated with delivery from SIT herein will not apply. Diversions requests for OTO shipments must be submitted by PPSO to SDPP-PO for processing. And will be approved on a case by case basis.

b. The term “diverted” or “diversion” as used herein means a change to a new destination point more than 30 miles from the original destination point. A diversion will be made only at an ocean or aerial port of embarkation, an ocean or aerial port of debarkation, or at destination point. If the PPSO directs the movement of the shipment to a place which is less than 30 miles from the original destination point of the shipment, the shipment will be terminated at the point designated by the PPSO and no diversion will occur. In such instance, the SFR will be that applicable to the original destination point. If the PPSO directs the movement of the shipment to a place which is more than 30 miles from the original destination point, the transportation charges as stated below in this item will apply.

*EXCEPTION: The provisions of this item will not apply if instructions are received to change the destination of a shipment that is in SIT at destination in CONUS (including Alaska and Hawaii). In such instances, transportation charges to the new destination point from the SIT warehouse will be computed under the provisions of Item 520 and 521 (Pickup/Delivery Transportation Rate) to apply on SIT shipments.

c. When an order for diversion is received by Transportation Service Provider, diligent effort will be made by Transportation Service Provider to locate the shipment at the ocean or aerial port of embarkation or debarkation, or destination and effect the change desired. The Transportation Service Provider will not be responsible for failure to effect the change ordered, unless such failure is due to error or negligence of the Transportation Service Provider or its employees.

d. Upon receipt of a diversion certificate from the PPSO and properly affixed to Transportation Service Provider's bill to support billing for diversion charges, a $40.00 (526A) per shipment charge will apply and, when applicable, the following additional provisions, rates and charges will apply:

Layout A. CONUS Origin:

(1) Shipment diverted at CONUS ocean or aerial port of embarkation (POE)

(a) Diverted to a CONUS destination point.

1) There will be no diversions to a CONUS destination point.

2) Shipment will be terminated at the POE and the international nature of the movement will cease. (See Termination of Shipment).

3) Movement to the CONUS destination point will be affected under domestic procedures.

(b) Diverted to a different overseas rate area using the same (original) POE where diversion is affected. Use of the Transportation Service Provider's SFR from origin to new overseas rate area (See Note 2).

(c) Diverted to a different overseas rate area using a different (new) POE

1) Use applicable line haul rate table from the origin to the original POE where diversion is affected.

2) Use the Transportation Service Provider's SFR from the original POE where diversion is effected to the new overseas rate area (See Note 2).

(2) Shipment diverted at overseas ocean or aerial port of debarkation (POD)

(a) Diverted to a CONUS destination point

1) There will be no diversion to a CONUS destination point.

2) The shipment will be terminated at the POD and reshipped to CONUS. (See Reshipments and Termination of Shipment)

(b) Diverted to an overseas destination point in the same overseas rate area as the original destination point. Use the Transportation Service Provider's SFR from origin to destination rate area (no change in SFR).

(c) Diverted to an overseas destination point in another overseas rate area which uses the same (original) POD. Use the Transportation Service Provider's SFR from origin to new overseas rate area (see Note 2).

(d) Diverted to an overseas destination point in another overseas rate area which uses a different POD but no further over water transportation is required.

1) Use Transportation Service Provider's SFR to the original POD where diversion is affected.

2) Use the inter-theater or intra-theater transportation rate from the POD where diversion is effected to the new destination, as applicable (see Notes 1 and 2).

(e) Diverted to an overseas destination point in another overseas rate area which uses a different (new) POD and where further over water transportation is required.

1) There will be no diversion to a new overseas rate area requiring further over water transportation.

2) This shipment will be terminated at the POD in accordance with Termination of Shipment.

3) Use of the inter-theater or intra-theater rate and procedure from the POD where termination is effected to the new destination point. (See Note 1)

(3) Shipments diverted at overseas destination (in SIT or not in SIT)

(a) Diverted to a CONUS destination point.

1) There will be no diversion to a CONUS destination point.

2) Shipment will be terminated at the overseas destination point and reshipped. (See Termination of Shipment and Reshipment)

(b) Diverted to an overseas destination point in the same overseas rate area as the original destination point.

1) Use the Transportation Service Provider's SFR from origin to destination rate area. (No change in SFR).

2) Use applicable line haul rate table for mileage rate between original and new destination (if in SIT only applies for distances > 30 miles).

3) A handling charge equal to warehouse handling charge will apply (does not apply if in SIT, see Item 520/521 instead).

(c) Diverted to an overseas destination point in another rate area (in SIT or not in SIT).

1) There will be no diversion.

2) Shipment will be terminated and PPSO will attempt to book with current TSP using their rates on file. If TSP has no rate on file then PPSO will contact SDDC, SDPP-PO at sddc.safb.rates@us.army.mil for further instructions.

(d) Diverted to an overseas destination point in another overseas rate area which requires further over water transportation.

1) There will be no diversion. The original SFR will apply.

2) Shipment will be reshipped in accordance with rules for reshipments.

LAYOUT B. OVERSEAS ORIGINS:

(1) Shipment diverted at overseas ocean or aerial port of embarkation (POE).

(a) Diverted at overseas POE, on an inter-theater or intra-theater movement, to a destination point in CONUS.

1) There will be no diversion.

2) The shipment will be terminated at the overseas POE. Use the inter-theater transportation rate and procedure from the origin to overseas POE where termination is affected. (Termination of Shipment will apply.)

3) Reshipment to the new CONUS destination will be made under the provisions of Reshipments.

(b) Diverted at overseas POE from a destination point in one CONUS rate area to a new destination point in another CONUS rate area.

1) Use the Transportation Service Provider's SFR from the origin to the new CONUS rate area.

2) If the Transportation Service Provider does not have a SFR from origin to the new CONUS rate area, terminate and reship in accordance with provisions contained herein.

(c) Diverted at overseas POE to an overseas destination point in the same overseas rate area as the POE where diversion is affected.

1) Use the intra-theater transportation rate and procedure for movement from origin to the POE where diversion is affected.

2) Use the intra-theater transportation rate from the POE where diversion is effected to the new destination point (see Notes 1 and 2).

(d) Diverted at overseas POE to another overseas destination point in another overseas rate area.

1) Use the inter-theater or intra-theater transportation rate and procedure from origin to the POE where diversion is effective.

2) Use the intra-theater or inter-theater transportation rate from the POE where diversion is effected to the new destination point (see Notes 1 and 2).

(2) Shipment diverted at CONUS/overseas ocean or aerial port of debarkation (POD).

(a) Diverted at CONUS POD to a new CONUS destination point in the same CONUS rate area as the original destination point. Use the Transportation Service Provider's SFR from origin to destination CONUS rate area (no change in SFR).

(b) Diverted at CONUS POD to a destination point in another CONUS rate area which uses the same POD.

1) Use the Transportation Service Provider's SFR from origin to the new CONUS rate area.

2) If the Transportation Service Provider does not have a SFR on file from origin to the new CONUS rate area, use Transportation Service Provider's SFR to the original CONUS destination rate area with land mileage adjustment computed as follows: PAGE 5-55 INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-21

a) If mileage between the CONUS POD used and the original destination point is less than the distance between the CONUS POD used and the new destination point, the Transportation Service Provider will be paid for such excess mileage in accordance with applicable line haul rate tables in addition to the applicable SFR.

b) If the mileage between the CONUS POD used and original destination point exceeds the distance between the CONUS POD used and the new destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable line haul rate table for the difference in mileage. This amount will be deducted from the applicable SFR.

(c) Diverted at CONUS POD to a destination point in another CONUS rate area which uses different POD.

1) Use SFR from origin to the original CONUS destination rate area with land mileage adjustment for mileage differential between CONUS POD used to original destination and CONUS POD used to the new destination.

2) Adjustments for mileage differentials will be computed as follows:

a) If mileage between the CONUS POD used and the original destination point is less than the distance between the CONUS POD used and the new destination point, the Transportation Service Provider will be paid for such excess mileage in addition to the applicable SFR.

b) If mileage between the CONUS POD used and the original destination point exceeds the distance between the CONUS POD used and the new destination point, and adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable line haul rate table for the difference in mileage, this amount will be deducted from applicable SFR.

(d) Diverted at CONUS POD to a destination point in overseas rate area.

1) There will be no diversion.

2) Shipment will be terminated at the POD and reshipped to the new overseas destination. (See Termination of Shipment and Reshipment)

(e) Diverted at an overseas POD, on an inter-theater or intra-theater movement to a destination point in CONUS.

1) There will be no diversion.

2) The shipment will be terminated at the overseas POD. Use the inter-theater or intra-theater transportation rate and procedure from the origin to the overseas POD where termination is affected.

3) Reshipment to the new CONUS destination will be made under provisions of Reshipment.

(f) Diverted at overseas POD to a new destination point in an overseas rate area.

1) Use the inter-theater or intra-theater transportation rate and procedure from the origin to POD where diversion is affected.

2) Use the inter-theater or intra-theater transportation rate from POD when diversion is effected to the new destination point (see Notes 1 and 2).

(3) Shipment diverted at CONUS destination

(a) Diverted to another CONUS destination.

1) Use Transportation Service Provider’s SFR to original destination.

2) Use applicable line haul rate table for the mileage rate between original and new destination.

3) A holding charge equal to minimum storage rate and a handling charge equal to warehouse handling charge will apply.

(b) Diverted to another overseas area. There will be no diversion to an overseas area. Shipment will be reshipped.

(4) Inter/Intra-Theater Shipments; shipments diverted at intermediate ocean/aerial port.

(a) There will be no diversion.

(b) The shipment will be terminated at the intermediate port. (See Termination of Shipment)

(c) Reshipment to new destination will be made on new PPGBL. (See Reshipments)

NOTE 1: If the instructions for charges herein indicate the use of a SFR or an inter-theater or intra-theater rate from a POE or POD, the actual transportation rate to be utilized will be the rate from the PPSO nearest the POE or POD. The applicable line haul rate table will have no application.

NOTE 2: If the Transportation Service Provider does not have a SFR on file from the origin to the new destination, the shipment will be terminated and the nearest PPSO will direct the shipment as required.

Item 527 [HHG] ***Delivery of Split Codes T and 5 Shipments***

(527A) – Multiple pickups for split Code T/5 shipments
(527B) – Multiple deliveries for split Code T/5 shipments

a. Door-to-Door Container AMC (Code T) and Door-to-Door Container MSC (Code 5) shipments which arrive at the POD on separate aircraft or vessels, and are offered to the Transportation Service Provider or Transportation Service Provider's agent not consolidated, may be considered split shipments. When offered a split shipment by an aerial or ocean POD, the Transportation Service Provider or Transportation Service Provider's agent will obtain a certificate from the aerial or ocean port that a complete shipment could not be provided.

b. The certificate must provide the flight or voyage number which will be applicable to each portion of the split shipment.

(1) When pickups of a split shipment results in more than one pickup at the port/terminal, compensation to Transportation Service Provider for extra pickups at the port will be $25.00. (527A)

(2) When receipt of a split shipment results in more than one delivery to residence to completely deliver shipment, the following additional charge will apply:

(a) For CONUS destination: For each delivery in addition to the first delivery - $40.00. (527B)

(b) For overseas destination: For each delivery in addition to the first delivery - $15.00 (527B)

c. Charges for delivery of split Code T and Code 5 shipments will be supported by copies of the POD certificates for each increment and a separate DD Form 619, issued by the destination PPSO stating the number of multiple deliveries ordered by the PPSO and performed by the ITGBL Transportation Service Provider to complete shipment.

d. When a split delivery occurs between two ports (primarily experienced on Code T shipments), both the provisions of Items 527 and 528 should be made applicable. Only that portion of the shipment arriving at the non-designated POD would append the line haul adjustment of Item 528. However, both PODs should issue the certificate of split/partial delivery: additionally, the POD receiving the portion as a non-designated POD should issue the separate certificate supporting Item 528.

Item 528 [LHS] ***Use of Alternate Ports for Codes 5 and T Shipments***

Billing Note: When a Code T or 5 shipment is routed through a military ocean/aerial terminal (MOT/MAT) other than the designated MOT/MAT shown in SDDC's rate solicitation and this results in different land mileage, adjustments of such mileage differential will be computed as follows:

* If the mileage between the MOT/MAT used and the origin or destination point exceeds the distance between the designated MOT/MAT and the origin or destination point, the Transportation Service Provider is entitled to be paid for such excess mileage based upon the applicable line haul rate table in addition to the applicable SFR.

** If the mileage between the MOT/MAT used and the origin or destination point is less than the distance between the designated MOT/MAT and the origin or destination point, the Transportation Service Provider is supposed to reduce the applicable SFR by the mileage differential based upon 100 percent of the applicable line haul rate table. In either case, such adjustments should be made to the Transportation Service Provider's SFR and be billed referencing code "LHS" instead of Item 528. The alternate port must be identified when an adjustment to the SFR is caused by use of alternate port. Identify the alternate terminal or port next to the "LHS" charge when billing via CWA. Use the authorized terminal or port codes identified in the personal property rate solicitation.
(Also Applicable When Code 4 Shipments are off-loaded at Other Than Manifested POD)

a. ITGBL Transportation Service Providers will deliver HHG's shipments moving in Code 5 and T to the military ocean/aerial terminal (MOT/MAT) shown on the Transportation Control Movement Document (TCMD). PPSOs will use DOD 4500-32R for routing Code 5 shipments.

b. When a Code 5 or T shipment is routed through a MOT/MAT other than the designated MOT/MAT shown in the solicitation and this results in different land mileage, adjustments of such mileage differential will be computed as follows:

(1) If the mileage between the MOT/MAT used and the origin of destination point exceeds the distance between the designated MOT/MAT and the origin or destination point, the Transportation Service Provider will be paid for such excess mileage in accordance with the applicable line haul rate table in addition to the applicable SFR.

(2) If the mileage between the MOT/MAT used and the origin or destination point is less than the distance between the designated MOT/MAT and the origin or destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable line haul rate table for the difference in mileage. This amount will be deducted from the applicable SFR.

c. To substantiate the ports utilized, the Transportation Service Provider will submit with his billing, any one of the following documents designating such ports:

(1) Thru Government bill of lading

(2) Ocean freight bill

(3) Port agent invoice

(4) Underlying line haul Transportation Service Provider bill of lading

(5) Certificate issued by a PPSO or terminal officer showing the ocean/aerial Port used

d. When for any reason, i.e., strikes or other emergencies, ITGBL Code 4 shipments are ordered off-loaded at a MOT instead of the manifested commercial Port of Debarkation (POD), and this results in a differential in land mileage, adjustment will be computed in accordance with above.

Item 529 [LHS] ***Provisions Governing Code J Shipment On-Loaded at Other Than Designated APOE or Off-Loaded at Other Than Designated APOD***

Billing Note: When a Code J shipment is routed through a MAT other than the designated MAT shown in SDDC's rate solicitation and these results in different land mileage, adjustments or such mileage differential will be computed as follows:

* If the mileage between the MAT used and the origin or destination point exceeds the mileage between the MAT designated and the origin or destination point, the Transportation Service Provider is entitled to be paid for such excess mileage based upon the applicable line haul rate table in addition to the applicable SFR.

** If the mileage between the MAT used and the origin or destination point is less than the mileage between the MAT designated and the origin and destination point, the Transportation Service Provider is supposed to reduce the applicable SFR by the mileage differential based upon 100 percent of the applicable line haul rate table. In either case, such adjustments should be made to the Transportation Service Provider's SFR and be billed referencing code "LHS" instead of Item 529. The alternate terminal must be identified when an adjustment to the SFR is caused by the use of an alternate terminal. Identify the alternate terminal or port next to the "LHS" charge, when billing via CWA. Use the authorized terminal or port codes identified in the personal property rate solicitation. .

a. ITGBL Transportation Service Providers will deliver UB shipments moving in Code J service to the AMC Terminal or APOE shown herein.

b. When a Transportation Service Provider is directed to deliver a Code J UB shipment to a specified APOE, other than that designated herein, and this results in different land mileage, adjustments for such mileage will be computed as follows:

(1) If the mileage between the APOE used and the origin point exceeds the distance between the designated APOE and the origin point, the Transportation Service Provider will be paid for such excess mileage in accordance with applicable line haul rate table in addition to the SFR.

(2) If mileage between APOE used and origin point is less than the distance between the designated APOE and the origin point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the rate in the applicable line haul rate table for the difference in mileage. This amount will be deducted from the SFR.

c. When AMC routes a Code J shipment through a destination AMC terminal, Aerial Port of Debarkation (APOD), other than that designated and this results in different land mileage, adjustments for such mileage will be computed as follows:

(1) If the mileage between APOD used and the destination point exceeds the distance between the designated APOD and the destination point, the Transportation Service Provider will be paid for such excess mileage in accordance with the applicable line haul rate in addition to the SFR.

(2) If the mileage between the APOD used and APOD destination point is less than the distance between the designated APOD and the destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the rate in the applicable line haul rate table for the difference in mileage. This amount will be deducted from the SFR.

NOTE: The destination point for Code J (unaccompanied baggage) shipments due to a military airlift terminal (MAT) closure is to be considered as the port agent's facility. This should be used for the purposes of calculating any excess mileage due to use of an alternate (MAT). The final destination of the shipment will have no bearing on the calculation of excess mileage. The port agent must submit to the Transportation Service Provider for billing, a copy of the TCMD provided by AMC, showing the alternate MAT used and the excess distance in mileage to the port agent's facility. The Transportation Service Provider will submit all billings through CWA. All documentation must be kept for the purposes of any post audit.

d. To substantiate the ports utilized, the Transportation Service Provider will submit, with his billing, any one of the following documents designating such ports:

(1) Thru Government bill of lading

(2) Ocean freight bill

(3) Port agent invoice

(4) Underlying line haul Transportation Service Provider bill of lading

(5) Certificate issued by a PPSO or terminal officer showing the Ocean/Aerial Port used

Item 530 [LHS] ***Line Haul Rate Tables***

The following tables will be used for delivery in/out of SIT, diversions, terminations, alternate ports, etc. Break point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

Schedule A	HHG CONUS, Hawaii, and (Alaska diversion only)
Schedule B	HHG Overseas Line haul Rates
Schedule C	UB CONUS and Hawaii
Schedule D	UB Overseas Germany
Schedule E	UB Overseas except Germany, Hawaii, and Alaska
Schedule F	UB Alaska

b. The line haul transportation charge for a shipment shall not exceed the charge that would apply by use of the next greater unit of weight at rate applicable in the next higher rate bracket.

c. The break point represents weights at which the minimum weight in the next higher weight column times the rate in that weight column, produces a lower charge than the actual weight of the shipment times the applicable rate in such rate section. To illustrate:

1. Shipment weighs 3,450 pounds, moving 510 miles. Under Chapter 5, Appendix 5A the rate would be 3,450 pounds times $17.50 per CWT equals $603.75.

2. Using the lowest weight in the next weight bracket 4,000 pounds times the rate in that bracket ($14.15) equals $566.00.

3. The correct charge for the above shipment is the lower of the two computations, namely $566.00.

Item 531 [WRC] ***Partial Delivery Weighing***

(531A) – Partial delivery weighing

Billing Note: Item 440, partial withdrawal (weighing), will also be billed using Item 531. The Transportation Service Provider must provide the weight of the portion withdrawn.

platform scales. A weighing fee of $60.41 (531A) will apply. TSP must forward weight tickets to origin PPSO, who in turn will enter weight information into CWA.

Item 532 [ITV] ***In Transit Visibility Service***

(532A) – In Transit visibility

When requested on the GBL (In transit visibility required), Transportation Service Provider will provide in-transit visibility services (ITV) on a specified shipment or series of shipments. ITV service is defined as monitoring and reporting movement progress of shipment (s) through various transit points. Reports are to be submitted to the requesting activity, with an info copy furnished to the appropriate SDDC command containing the following information PPGBL number; members last name, first name, and middle initial; SSN; rank/pay grade; branch of service; destination GBLOC; code of service; Carrier SCAC; RDD; pieces; weight; and cube. Payment for ITV service is a flat fee of $35.00 (532A) per shipment request. This service will be billed under CWA.

Item 533 (HHG) **Shipment Charge on HHG Arriving/Departing Portugal (PO)**

(533A) – Shipment charge – Portugal

Billing Note: Item 438 of the SDDC International Rate Solicitation refers billing procedures to Item 533.

Charges for deconsolidation of "Less Container Load" (LCL)/grouped shipments depend on the weight and volume of the consignment. There is no flat rate per shipment. In this case, TSPs should obtain an itemized invoice from the Port Authority and Portuguese Customs when submitting invoices for payment.

Item 534 [SEE] **Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse**

(534A) – Excess distance carry

Billing Note: Long carry from/to residence may be approved by the local transportation office due to construction or other safety factors which prevent normal carry access to the residence. Long carry involving a mini-storage warehouse will be billed using sub-item 534A if a pickup or delivery involves carries of more than 75 feet between the Transportation Service Provider's vehicle and the entrance to the facility. Approval must be granted prior to performing these services.

See Item 432b(5) for application of charges.
See Item 500 for the CONUS geographical application of rate schedules below. Schedule C below is to be applied for all overseas areas.

RATES
IN DOLLARS AND CENTS
SCHEDULES

	A	B	C	D
CWT.	.55	.66	.94	1.16

SCHEDULE "A" - HOUSEHOLD GOODS CONUS LINEHAUL RATES

INCLUDING ALASKA AND HAWAII

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	TO LBS. INCL.	8,000 11,999 BRK PT.	12,000 LBS. AND OVER
1-10	11.55	654	7.55	1683	6.35	3465	5.50	6546	4.50	11601	4.35
11-20	12.00	667	8.00	1651	6.60	3364	5.55	6703	4.65	11484	4.45
21-30	12.60	671	8.45	1645	6.95	3367	5.85	6428	4.70	11490	4.50
31-40	13.30	651	8.65	1642	7.10	3353	5.95	6589	4.90	11511	4.70
41-50	13.95	649	9.05	1658	7.50	3387	6.35	6237	4.95	11516	4.75
51-60	14.55	636	9.25	1655	7.65	3373	6.45	6636	5.35	11103	4.95
61-70	15.15	641	9.70	1650	8.00	3301	6.60	6728	5.55	11568	5.35
71-80	15.70	647	10.15	1616	8.20	3366	6.90	6783	5.85	11385	5.55
81-90	16.45	639	10.50	1620	8.50	3342	7.10	6705	5.95	11799	5.85
91-100	17.10	629	10.75	1619	8.70	3426	7.45	6873	6.40	11157	5.95
101-110	17.70	633	11.20	1617	9.05	3315	7.50	6881	6.45	11163	6.00
111-120	18.25	633	11.55	1594	9.20	3283	7.55	6941	6.55	11726	6.40
121-130	18.80	636	11.95	1574	9.40	3256	7.65	6902	6.60	11728	6.45
131-140	19.25	639	12.30	1578	9.70	3258	7.90	6937	6.85	11475	6.55
141-150	19.80	637	12.60	1588	10.00	3181	7.95	6944	6.90	11914	6.85
151-160	20.20	644	13.00	1570	10.20	3197	8.15	6872	7.00	11915	6.95
161-170	20.70	648	13.40	1538	10.30	3282	8.45	7054	7.45	11276	7.00
171-180	21.20	647	13.70	1548	10.60	3246	8.60	7024	7.55	11285	7.10
181-190	21.60	646	13.95	1563	10.90	3193	8.70	7265	7.90	11241	7.40
191-200	22.15	639	14.15	1576	11.15	3247	9.05	7072	8.00	11326	7.55
201-220	22.75	640	14.55	1574	11.45	3232	9.25	7309	8.45	11219	7.90
221-240	23.40	639	14.95	1599	11.95	3214	9.60	7209	8.65	11307	8.15
241-260	23.85	650	15.50	1581	12.25	3168	9.70	7258	8.80	11728	8.60
261-280	24.50	641	15.70	1618	12.70	3213	10.20	7255	9.25	11417	8.80
281-300	25.00	645	16.10	1640	13.20	3182	10.50	7353	9.65	11503	9.25
301-320	25.65	648	16.60	1627	13.50	3186	10.75	7442	10.00	11581	9.65
321-340	26.15	654	17.10	1632	13.95	3212	11.20	7358	10.30	11651	10.00
341-360	26.65	663	17.65	1638	14.45	3198	11.55	7412	10.70	11552	10.30
361-380	27.15	665	18.05	1657	14.95	3211	12.00	7434	11.15	11516	10.70
381-400	27.65	662	18.30	1673	15.30	3216	12.30	7513	11.55	11585	11.15

SCHEDULE "A" - HOUSEHOLD GOODS CONUS LINEHAUL RATES

INCLUDING ALASKA AND HAWAII

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	TO LBS. INCL.	8,000 11,999 BRK PT.	12,000 LBS. AND OVER
401-420	28.10	671	18.85	1656	15.60	3257	12.70	7560	12.00	11451	11.45
421-440	28.70	668	19.15	1666	15.95	3273	13.05	7541	12.30	11659	11.95
441-460	29.35	660	19.35	1701	16.45	3259	13.40	7583	12.70	11434	12.10
461-480	29.85	667	19.90	1679	16.70	3282	13.70	7592	13.00	11354	12.30
481-500	30.40	665	20.20	1694	17.10	3264	13.95	7570	13.20	11546	12.70
501-520	30.90	670	20.70	1691	17.50	3235	14.15	7576	13.40	11642	13.00
521-540	31.35	667	20.90	1704	17.80	3270	14.55	7533	13.70	11563	13.20
541-560	31.65	670	21.20	1713	18.15	3251	14.75	7567	13.95	11527	13.40
561-580	32.15	669	21.50	1703	18.30	3290	15.05	7522	14.15	11449	13.50
581-600	32.40	670	21.70	1729	18.75	3243	15.20	7606	14.45	11585	13.95
601-620	32.85	673	22.10	1706	18.85	3290	15.50	7536	14.60	11631	14.15
621-640	33.20	672	22.30	1709	19.05	3276	15.60	7718	15.05	11442	14.35
641-660	33.50	674	22.55	1708	19.25	3315	15.95	7624	15.20	11487	14.55
661-680	33.75	672	22.65	1749	19.80	3263	16.15	7679	15.50	11420	14.75
681-700	34.15	671	22.90	1747	20.00	3291	16.45	7587	15.60	11654	15.15
701-725	34.45	674	23.20	1742	20.20	3288	16.60	7615	15.80	11621	15.30
726-750	34.75	680	23.60	1729	20.40	3285	16.75	7714	16.15	11555	15.55
751-775	35.15	679	23.85	1736	20.70	3286	17.00	7742	16.45	11453	15.70
776-800	35.40	683	24.15	1731	20.90	3350	17.50	7635	16.70	11569	16.10
801-825	35.75	686	24.50	1731	21.20	3359	17.80	7641	17.00	11648	16.50
826-850	35.85	689	24.70	1741	21.50	3349	18.00	7689	17.30	11619	16.75
851-875	36.00	689	24.80	1742	21.60	3362	18.15	7780	17.65	11559	17.00
876-900	36.30	689	25.00	1745	21.80	3358	18.30	7804	17.85	11530	17.15
901-925	36.45	695	25.30	1748	22.10	3403	18.80	7681	18.05	11635	17.50
926-950	36.80	695	25.55	1746	22.30	3418	19.05	7665	18.25	11705	17.80
951-975	36.90	698	25.75	1756	22.60	3425	19.35	7752	18.75	11553	18.05
976-1000	37.85	683	25.85	1772	22.90	3468	19.85	7638	18.95	11589	18.30
1001-1050	38.75	687	26.60	1767	23.50	3447	20.25	7823	19.80	11607	19.15
1051-1100	39.90	683	27.25	1773	24.15	3487	21.05	7696	20.25	11734	19.80
1101-1150	40.90	680	27.80	1785	24.80	3476	21.55	7759	20.90	11627	20.25

SCHEDULE "A" - HOUSEHOLD GOODS CONUS LINEHAUL RATES

INCLUDING ALASKA AND HAWAII

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	TO LBS. INCL.	8,000 11,999 BRK PT.	12,000 LBS. AND OVER
1151-1200	41.90	685	28.70	1781	25.55	3460	22.10	7801	21.55	11639	20.90
1201-1250	42.80	685	29.30	1772	25.95	3492	22.65	7806	22.10	11702	21.55
1251-1300	43.75	683	29.85	1783	26.60	3489	23.20	7811	22.65	11709	22.10
1301-1350	44.35	687	30.45	1787	27.20	3508	23.85	7782	23.20	11690	22.60
1351-1400	44.95	695	31.20	1773	27.65	3516	24.30	7787	23.65	11721	23.10
1401-1450	45.60	697	31.75	1777	28.20	3511	24.75	7855	24.30	11680	23.65
1451-1500	46.20	700	32.30	1781	28.75	3521	25.30	7842	24.80	11686	24.15
1501-1550	46.70	704	32.85	1787	29.35	3523	25.85	7846	25.35	11740	24.80
1551-1600	47.30	705	33.30	1793	29.85	3538	26.40	7819	25.80	11791	25.35
1601-1650	47.80	706	33.70	1802	30.35	3546	26.90	7822	26.30	11772	25.80
1651-1700	48.35	707	34.15	1810	30.90	3554	27.45	7811	26.80	11777	26.30
1701-1750	48.90	708	34.60	1813	31.35	3548	27.80	7842	27.25	11802	26.80
1751-1800	49.35	713	35.15	1818	31.95	3562	28.45	7804	27.75	11784	27.25
1801-1850	49.90	717	35.75	1805	32.25	3579	28.85	7834	28.25	11788	27.75
1851-1900	50.30	720	36.20	1796	32.50	3619	29.40	7824	28.75	11792	28.25
1901-1950	50.95	723	36.80	1802	33.15	3596	29.80	7866	29.30	11755	28.70
1951-2000	51.40	725	37.25	1799	33.50	3601	30.15	7855	29.60	11879	29.30
2001-2050	52.00	728	37.85	1794	33.95	3618	30.70	7844	30.10	11881	29.80
2051-2100	52.45	728	38.15	1807	34.45	3629	31.25	7796	30.45	11882	30.15
2101-2150	53.00	732	38.75	1804	34.95	3634	31.75	7812	31.00	11826	30.55
2151-2200	53.50	730	39.05	1814	35.40	3645	32.25	7790	31.40	11848	31.00
2201-2250	53.90	733	39.50	1816	35.85	3638	32.60	7841	31.95	11794	31.40
2251-2300	54.30	737	40.00	1816	36.30	3648	33.10	7807	32.30	11796	31.75
2301-2350	54.70	736	40.25	1824	36.70	3635	33.35	7821	32.60	11872	32.25
2351-2400	55.10	741	40.80	1809	36.90	3659	33.75	7858	33.15	11801	32.60
2401-2450	55.65	741	41.20	1809	37.25	3678	34.25	7790	33.35	11929	33.15
2451-2500	56.00	744	41.65	1813	37.75	3667	34.60	7804	33.75	11912	33.50
2501-2550	56.15	747	41.90	1812	37.95	3663	34.75	7885	34.25	11825	33.75
2551-2600	56.30	747	42.05	1822	38.30	3672	35.15	7875	34.60	11862	34.20
2601-2650	56.80	746	42.35	1830	38.75	3655	35.40	7876	34.85	11828	34.35

SCHEDULE "A" - HOUSEHOLD GOODS CONUS LINEHAUL RATES

INCLUDING ALASKA AND HAWAII

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	TO LBS. INCL.	8,000 11,999 BRK PT.	12,000 LBS. AND OVER
2651-2700	56.95	750	42.70	1827	39.00	3672	35.80	7889	35.30	11763	34.60
2701-2750	57.15	750	42.85	1828	39.15	3668	35.90	7911	35.50	11781	34.85
2751-2800	57.30	754	43.20	1829	39.50	3676	36.30	7901	35.85	11816	35.30
2801-2850	57.80	752	43.45	1828	39.70	3698	36.70	7892	36.20	11768	35.50
2851-2900	57.95	756	43.80	1827	40.00	3691	36.90	7892	36.40	11819	35.85
2901-2950	58.10	756	43.90	1832	40.20	3707	37.25	7882	36.70	11837	36.20
2951-3000	58.35	761	44.35	1827	40.50	3699	37.45	7883	36.90	11854	36.45
3001-3050	58.75	761	44.70	1830	40.90	3702	37.85	7874	37.25	11872	36.85
3051-3100	58.95	761	44.85	1836	41.15	3689	37.95	7948	37.70	11762	36.95
3101-3150	59.05	763	45.00	1843	41.45	3697	38.30	7907	37.85	11826	37.30
3151-3200	59.45	765	45.45	1838	41.75	3718	38.80	7846	38.05	11890	37.70
3201-3250	59.55	766	45.60	1838	41.90	3724	39.00	7877	38.40	11829	37.85
3251-3300	59.90	768	45.95	1844	42.35	3698	39.15	7929	38.80	11738	37.95
3301-3350	59.95	769	46.05	1846	42.50	3713	39.45	7899	38.95	11754	38.15
3351-3400	60.15	767	46.10	1855	42.75	3715	39.70	7890	39.15	11847	38.65
3401-3450	60.40	765	46.20	1855	42.85	3734	40.00	7891	39.45	11803	38.80
3451-3500	60.45	770	46.50	1846	42.90	3735	40.05	7891	39.50	11849	39.00
3501-3550	60.60	769	46.60	1859	43.30	3714	40.20	7901	39.70	11834	39.15
3551-3600	60.75	773	46.90	1853	43.45	3729	40.50	7902	40.00	11836	39.45
3601-3650	61.00	773	47.10	1858	43.75	3717	40.65	7902	40.15	11821	39.55
3651-3700	61.20	773	47.30	1855	43.85	3731	40.90	7873	40.25	11896	39.90
3701-3750	61.55	773	47.55	1849	43.95	3746	41.15	7884	40.55	11853	40.05
3751-3800	61.65	775	47.75	1858	44.35	3730	41.35	7894	40.80	11824	40.20

SCHEDULE "B" - HOUSEHOLD GOODS OVERSEAS LINEHAUL RATES

RATES APPLY FOR: Japan

MILES	500 TO 1,999 LBS. INCL.	BREAK POINT	2,000 TO 3,999 LBS. INCL.	BREAK POINT	4,000 LBS AND OVER
1 - 50	2.28	1,737	1.98	3,617	1.79
51 - 75	4.59	1,743	4.00	3,601	3.60
76 – 100	6.66	1,740	5.60	3,601	5.04
101 – 150	8.27	1,742	7.20	3,601	6.48
151 – 200	9.20	1,740	8.00	3,601	7.20
201 – 250	10.12	1,738	8.79	3,605	7.92
251 – 300	11.03	1,739	9.59	3,600	8.43
301 – 350	11.95	1,739	10.39	3,604	9.36
351 – 400	12.88	1,738	11.19	3,600	10.07
401 – 450	13.79	1,739	11.99	3,604	10.80
451 – 500	14.71	1,739	12.79	3,600	11.51
501 – 550	15.63	1,739	13.59	3,603	12.24
551 – 600	16.55	1,739	14.39	3,600	12.95
601 – 650	17.47	1,739	15.19	3,603	13.68
651 – 700	18.39	1,739	15.99	3,600	14.39
701 – 750	19.31	1,739	16.79	3,603	15.12
751 – 800	20.23	1,740	17.59	3,600	15.83
801 – 850	21.15	1,740	18.39	3,600	16.55
851 – 900	22.07	1,740	19.19	3,600	17.27

NOTE: Over 900 miles, add $1.60 for each additional 100 miles or fraction thereof, to 900-mile rate shown.

RATES APPLY FOR: Korea, Philippines, and other Pacific and Southern Command Areas (except Japan)

MILES	500 TO 1,999 LBS. INCL.	BREAK POINT	2,000 TO 3,999 LBS. INCL.	BREAK POINT	4,000 LBS AND OVER
1 - 50	2.14	1,748	1.87	3,594	1.68
51 - 75	4.30	1,735	3.73	3,604	3.36
76 – 100	6.01	1,738	5.22	3,602	4.70
101 – 150	7.73	1,739	6.72	3,596	6.04
151 – 200	8.58	1,739	7.44	3,604	6.72
201 – 250	9.44	1,740	8.21	3,601	7.39
251 – 300	10.30	1,738	8.95	3,603	8.06
301 – 350	11.16	1,739	9.70	3,601	8.73
351 – 400	12.01	1,741	10.45	3,599	9.40

NOTE: Over 400 miles, add $1.49 for each additional 100 miles or fraction thereof, to 400-mile rate shown.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

SCHEDULE "B" - HOUSEHOLD GOODS OVERSEAS LINEHAUL RATES

RATES APPLY FOR: Belgium, Italy, Netherlands, and Germany

MILES	500 TO 1,999 LBS. INCL.	BREAK POINT	2,000 TO 3,999 LBS. INCL.	BREAK POINT	4,000 LBS AND OVER
1 - 50	3.21	1,751	2.81	3,588	2.52
51 - 75	5.15	1,736	4.47	3,616	4.04
76 - 100	6.45	1,737	5.60	3,601	5.04
101 - 150	7.73	1,739	6.72	3,602	6.05
151 - 200	9.02	1,737	7.83	3,602	7.05
201 - 250	9.92	1,740	8.63	3,597	7.76
251 - 300	10.82	1,740	9.41	3,597	8.46
301 - 350	11.72	1,739	10.19	3,600	9.17
351 - 400	12.62	1,739	10.97	3,599	9.87
401 - 450	13.52	1,740	11.76	3,603	10.59
451 - 500	14.43	1,739	12.56	3,605	11.30
501 - 550	15.32	1,739	13.32	3,604	12.00
551 - 600	16.22	1,739	14.10	3,601	12.69
601 - 650	17.13	1,738	14.88	3,603	13.40
651 - 700	18.02	1,741	15.68	3,597	14.10
701 - 750	18.92	1,740	16.46	3,600	14.81
751 - 800	19.83	1,739	17.24	3,599	15.51
801 - 850	20.73	1,739	18.02	3,601	16.22
851 - 900	21.62	1,741	18.81	3,599	16.92
901 - 950	22.53	1,740	19.59	3,602	17.44
951 – 1000	23.43	1,739	20.37	3,604	18.35
1001 – 1100	24.32	1,740	21.15	3,603	19.05
1101 – 1200	27.05	1,739	23.51	3,599	21.15
1201 – 1300	28.83	1,740	25.07	3,600	22.56
1301 – 1400	30.63	1,740	26.64	3,600	23.97
1401 – 1500	32.45	1,739	28.20	3,603	25.40
1501 – 1600	34.23	1,740	29.78	3,602	26.81

NOTE: Over 1,600 miles, add $1.61 for each additional 100 miles or fraction thereof, to the 1,600-mile rate shown.

SCHEDULE "B" - HOUSEHOLD GOODS OVERSEAS LINEHAUL RATES

RATES APPLY FOR: Greece, Spain, and other European Command Area (except Belgium, Italy, (Netherlands, United Kingdom, and Germany)

MILES	500 TO 1,999 LBS. INCL.	BREAK POINT	2,000 TO 3,999 LBS. INCL.	BREAK POINT	4,000 LBS AND OVER
1 - 50	3.21	1,731	2.81	3,588	2.52
51 - 75	4.52	1,735	3.92	3,613	3.54
76 – 100	5.15	1,736	4.47	3,616	4.04
101 – 150	5.79	1,741	5.04	3,612	4.55
151 – 200	6.45	1,737	5.60	3,601	5.04
201 – 250	7.08	1,738	6.15	3,604	5.54
251 – 300	7.73	1,739	6.72	3,602	6.05
301 – 350	8.37	1,740	7.28	3,605	6.56
351 – 400	9.02	1,737	7.83	3,602	7.05
401 – 450	9.66	1,740	8.40	3,601	7.56
451 – 500	10.31	1,739	8.96	3,599	8.06
501 – 550	10.94	1,739	9.51	3,605	8.57
551 – 600	11.60	1,738	10.08	3,596	9.06
601 – 650	12.23	1,740	10.64	3,606	9.59
651 – 700	12.87	1,739	11.19	3,604	10.08
701 – 750	13.52	1,740	11.76	3,603	10.59
751 – 800	14.16	1,741	12.32	3,601	11.09
801 – 850	14.81	1,739	12.87	3,606	11.60
851 – 900	15.45	1,739	13.43	3,601	12.09

NOTE: Over 900 miles, add $1.13 for each additional 100 miles or fraction thereof, to the 900-mile rate shown.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

SCHEDULE "B" - HOUSEHOLD GOODS OVERSEAS LINEHAUL RATES

RATES APPLY FOR: United Kingdom

MILES	500 TO 1,999 LBS. INCL.	BREAK POINT	2,000 TO 3,999 LBS. INCL.	BREAK POINT	4,000 LBS AND OVER
1 - 50	3.42	1,737	2.97	3,623	2.69
51 - 75	4.85	1,728	4.19	3,609	3.78
76 – 100	5.52	1,736	4.79	3,600	4.31
101 – 150	6.21	1,730	5.37	3,598	4.83
151 – 200	6.89	1,742	6.00	3,601	5.40
201 – 250	7.59	1,740	6.60	3,594	5.93
251 – 300	8.28	1,740	7.20	3,601	6.48
301 – 350	8.97	1,740	7.80	3,585	6.99
351 – 400	9.66	1,740	8.40	3,601	7.56
401 – 450	10.35	1,738	8.99	3,587	8.06
451 – 500	11.04	1,740	9.60	3,601	8.64
501 – 550	11.73	1,740	10.20	3,601	9.18
551 – 600	12.41	1,741	10.80	3,601	9.72
601 – 650	13.10	1,739	11.39	3,600	10.25
651 – 700	13.80	1,740	12.00	3,601	10.80
701 – 750	14.48	1,739	12.59	3,600	11.33
751 – 800	15.18	1,738	13.19	3,603	11.88
801 – 850	15.86	1,741	13.80	3,601	12.42
851 – 900	16.55	1,739	14.39	3,600	12.95

NOTE: Over 900 miles, add $1.20 for each additional 100 miles or fraction thereof, to the 900-mile rate shown.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

SCHEDULE "B" - HOUSEHOLD GOODS OVERSEAS LINEHAUL RATES

RATES APPLY FOR: Overseas Areas for which rates are not otherwise provided.

MILES	500 TO 1,999 LBS. INCL.	BREAK POINT	2,000 TO 3,999 LBS. INCL.	BREAK POINT	4,000 LBS AND OVER
1 - 50	2.28	1,737	1.98	3,617	1.79
51 - 75	3.23	1,728	2.79	3,613	2.52
76 – 100	3.68	1,734	3.19	3,599	2.87
101 – 150	4.14	1,730	3.58	3,598	3.22
151 – 200	4.59	1,743	4.00	3,601	3.60
201 – 250	5.06	1,740	4.40	3,591	3.95
251 – 300	5.52	1,740	4.80	3,601	4.32
301 – 350	5.98	1,740	5.20	3,585	4.66
351 – 400	6.44	1,740	5.60	3,601	5.00
401 – 450	6.90	1,737	5.99	3,586	5.37
451 – 500	7.36	1,740	6.40	3,600	5.76
501 – 550	7.82	1,740	6.80	3,601	6.12
551 – 600	8.27	1,742	7.20	3,601	6.48
601 – 650	8.73	1,739	7.59	3,600	6.83
651 – 700	9.20	1,740	8.00	3,601	7.20
701 – 750	9.65	1,739	8.39	3,600	7.55
751 – 800	10.12	1,738	8.79	3,605	7.92
801 – 850	10.57	1,741	9.20	3,601	8.28
851 – 900	11.03	1,739	9.59	3,600	8.63

NOTE: Over 900 miles, add $.80 for each additional 100 miles or fraction thereof, to the 900-mile rate shown.

SCHEDULE "C" - UNACCOMPANIED BAGGAGE

APPLIES TO POINTS WITHIN CONUS AND HAWAII

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
1- 10	9.65	659	6.35	1623	5.15
11- 20	10.20	648	6.60	1667	5.50
21- 30	10.70	655	7.00	1672	5.85
31- 40	11.40	650	7.40	1636	6.05
41- 50	11.90	643	7.65	1674	6.40
51- 60	12.40	642	7.95	1648	6.55
61- 70	12.90	640	8.25	1673	6.90
71- 80	13.40	642	8.60	1628	7.00
81- 90	14.00	647	9.05	1592	7.20
91-100	14.60	631	9.20	1620	7.45
101-110	15.10	636	9.60	1594	7.65
111-120	15.60	629	9.80	1613	7.90
121-130	15.95	637	10.15	1597	8.10
131-140	16.45	639	10.50	1572	8.25
141-150	16.75	642	10.75	1582	8.50
151-160	17.30	636	11.00	1573	8.65
161-170	17.65	649	11.45	1529	8.75
171-180	18.05	649	11.70	1556	9.10
181-190	18.35	649	11.90	1555	9.25
191-200	18.85	637	12.00	1592	9.55
201-220	19.45	638	12.40	1565	9.70
221-240	19.90	639	12.70	1599	10.15
241-260	20.35	644	13.10	1596	10.45
261-280	20.85	643	13.40	1627	10.90
281-300	21.30	644	13.70	1636	11.20
301-320	21.75	651	14.15	1633	11.55
321-340	22.25	657	14.60	1631	11.90
341-360	22.70	663	15.05	1635	12.30
361-380	23.10	671	15.50	1639	12.70
381-400	23.60	664	15.65	1668	13.05

SCHEDULE "C" - UNACCOMPANIED BAGGAGE

APPLIES TO POINTS WITHIN CONUS AND HAWAII

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
401- 420	23.85	676	16.10	1653	13.30
421- 440	24.50	666	16.30	1663	13.55
441- 460	25.00	665	16.60	1687	14.00
461- 480	25.40	668	16.95	1676	14.20
481- 500	25.90	668	17.30	1688	14.60
501- 520	26.30	672	17.65	1695	14.95
521- 540	26.80	665	17.80	1703	15.15
541- 560	27.05	668	18.05	1723	15.55
561- 580	27.35	668	18.25	1716	15.65
581- 600	27.65	671	18.55	1704	15.80
601- 620	28.05	671	18.80	1713	16.10
621- 640	28.25	673	19.00	1711	16.25
641- 660	28.60	670	19.15	1719	16.45
661- 680	28.75	672	19.30	1736	16.75
681- 700	29.05	672	19.50	1744	17.00
701- 725	29.35	675	19.80	1748	17.30
726- 750	29.65	678	20.10	1737	17.45
751- 775	29.90	681	20.35	1735	17.65
776- 800	30.15	684	20.60	1729	17.80
801- 825	30.40	686	20.85	1732	18.05
826- 850	30.55	690	21.05	1734	18.25
851- 875	30.75	688	21.15	1736	18.35
876- 900	30.90	690	21.30	1747	18.60
901- 925	31.00	696	21.55	1745	18.80
926- 950	31.30	694	21.70	1752	19.00
951- 975	31.40	695	21.80	1767	19.25
976-1000	32.25	686	22.10	1765	19.50
1001-1050	32.95	688	22.65	1767	20.00
1051-1100	33.95	687	23.30	1769	20.60
1101-1150	34.75	685	23.80	1778	21.15

SCHEDULE "C" - UNACCOMPANIED BAGGAGE

APPLIES TO POINTS WITHIN CONUS AND HAWAII

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
1151-1200	35.75	686	24.50	1772	21.70
1201-1250	36.45	684	24.90	1784	22.20
1251-1300	37.25	682	25.40	1784	22.65
1301-1350	37.80	687	25.95	1789	23.20
1351-1400	38.30	694	26.55	1782	23.65
1401-1450	38.95	696	27.10	1772	24.00
1451-1500	39.35	701	27.55	1783	24.55
1501-1550	39.90	704	28.05	1783	25.00
1551-1600	40.25	705	28.35	1792	25.40
1601-1650	40.70	706	28.70	1802	25.85
1651-1700	41.20	706	29.05	1811	26.30
1701-1750	41.65	710	29.55	1814	26.80
1751-1800	42.00	712	29.90	1820	27.20
1801-1850	42.50	716	30.40	1806	27.45
1851-1900	42.85	720	30.85	1796	27.70
1901-1950	43.30	723	31.30	1802	28.20
1951-2000	43.80	727	31.80	1799	28.60
2001-2050	44.25	729	32.25	1790	28.85
2051-2100	44.75	727	32.50	1807	29.35
2101-2150	45.10	731	32.95	1809	29.80
2151-2200	45.55	732	33.30	1811	30.15
2201-2250	45.95	733	33.65	1816	30.55
2251-2300	46.20	739	34.10	1813	30.90
2301-2350	46.55	738	34.35	1817	31.20
2351-2400	47.00	739	34.70	1810	31.40
2401-2450	47.40	742	35.15	1810	31.80
2451-2500	47.75	744	35.50	1809	32.10
2501-2550	47.85	748	35.75	1810	32.35
2551-2600	48.00	747	35.85	1825	32.70
2601-2650	48.35	745	36.00	1831	32.95

SCHEDULE "C" - UNACCOMPANIED BAGGAGE

APPLIES TO POINTS WITHIN CONUS AND HAWAII

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
2651-2700	48.50	750	36.35	1827	33.20
2701-2750	48.75	750	36.55	1825	33.35
2751-2800	48.85	754	36.80	1829	33.65
2801-2850	49.15	752	36.95	1827	33.75
2851-2900	49.35	756	37.30	1829	34.10
2901-2950	49.60	756	37.45	1830	34.25
2951-3000	49.75	760	37.80	1826	34.50
3001-3050	50.00	760	37.95	1832	34.75
3051-3100	50.15	763	38.25	1836	35.10
3101-3150	50.30	763	38.35	1841	35.30
3151-3200	50.65	766	38.75	1838	35.60
3201-3250	50.80	767	38.95	1836	35.75
3251-3300	51.00	768	39.15	1840	36.00
3301-3350	51.05	768	39.20	1847	36.20
3351-3400	51.25	767	39.30	1853	36.40
3401-3450	51.40	766	39.35	1858	36.55
3451-3500	51.45	769	39.55	1856	36.70
3501-3550	51.55	771	39.70	1857	36.85
3551-3600	51.90	771	40.00	1848	36.95
3601-3650	52.00	773	40.15	1856	37.25
3651-3700	52.10	773	40.25	1856	37.35
3701-3750	52.40	773	40.50	1855	37.55
3751-3800	52.50	775	40.65	1860	37.80

SCHEDULE "D" - UNACCOMPANIED BAGGAGE RATES

APPLIES TO POINTS WITHIN GERMANY

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to a minimum weight of 100 pounds). Breakpoint indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher bracket.

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
1 - 10	7.20	653	4.70	1,639	3.85
11 - 20	7.60	652	4.95	1,657	4.10
21 - 30	8.00	651	5.20	1,654	4.30
31 - 40	8.45	651	5.50	1,655	4.55
41 - 50	8.85	645	5.70	1,667	4.75
51 - 60	9.20	642	5.90	1,662	4.90
61 - 70	9.60	644	6.20	1,644	5.10
71 - 80	9.95	644	6.40	1,626	5.20
81 - 90	10.45	642	6.70	1,612	5.40
91 - 100	10.85	636	6.90	1,609	5.55
101 - 110	11.25	636	7.15	1,595	5.70
111 - 120	11.60	634	7.35	1,592	5.85
121 - 130	11.90	635	7.55	1,590	6.00
131 - 140	12.25	641	7.85	1,580	6.20
141 - 150	12.55	642	8.05	1,578	6.35
151 - 160	12.90	636	8.20	1,574	6.45
161 - 170	13.15	651	8.55	1,533	6.55
171 - 180	13.50	649	8.75	1,543	6.75
181 - 190	13.70	644	8.85	1,571	6.95
191 - 200	14.05	638	8.95	1,587	7.10
201 - 220	14.50	635	9.20	1,577	7.25
221 - 240	14.85	640	9.50	1,590	7.55
241 - 260	15.20	645	9.80	1,592	7.80
261 - 280	15.55	640	9.95	1,629	8.10
281 - 300	15.95	643	10.25	1,630	8.35
301 - 320	16.25	650	10.55	1,640	8.65
321 - 340	16.65	652	10.85	1,632	8.85
341 - 360	16.95	661	11.20	1,634	9.15
361 - 380	17.20	669	11.50	1,653	9.50
381 - 400	17.60	662	11.65	1,674	9.75

SCHEDULE "D" - UNACCOMPANIED BAGGAGE RATES

APPLIES TO POINTS WITHIN GERMANY

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to a minimum weight of 100 pounds). Breakpoint indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher bracket.

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
401 - 420	17.80	675	12.00	1,651	9.90
421 - 440	18.30	667	12.20	1,664	10.15
441 - 460	18.65	663	12.35	1,693	10.45
461 - 480	18.95	668	12.65	1,676	10.60
481 - 500	19.35	667	12.90	1,683	10.85
501 - 520	19.60	671	13.15	1,696	11.15
521 - 540	20.00	663	13.25	1,706	11.30
541 - 560	20.15	670	13.50	1,712	11.55
561 - 580	20.40	667	13.60	1,714	11.65
581 - 600	20.65	671	13.85	1,712	11.85
601 - 620	20.90	670	14.00	1,715	12.00
621 - 640	21.10	673	14.20	1,712	12.15
641 - 660	21.30	672	14.30	1,714	12.25
661 - 680	21.50	670	14.40	1,744	12.55
681 - 700	21.65	673	14.55	1,746	12.70
701 - 725	21.90	674	14.75	1,750	12.90
726 - 750	22.10	679	15.00	1,734	13.00
751 - 775	22.35	681	15.20	1,731	13.15
776 - 800	22.50	683	15.35	1,727	13.25
801 - 825	22.70	686	15.55	1,737	13.50
826 - 850	22.80	687	15.65	1,739	13.60
851 - 875	22.90	690	15.80	1,735	13.70
876 - 900	23.10	691	15.95	1,743	13.90
901 - 925	23.20	692	16.05	1,745	14.00
926 - 950	23.35	694	16.20	1,754	14.20
951 - 975	23.45	696	16.30	1,761	14.35
976 - 1000	24.05	684	16.45	1,769	14.55
1001 - 1050	24.55	689	16.90	1,764	14.90
1051 - 1100	25.30	688	17.40	1,765	15.35
1101 - 1150	25.95	685	17.75	1,781	15.80

SCHEDULE "D" - UNACCOMPANIED BAGGAGE RATES

APPLIES TO POINTS WITHIN GERMANY

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to a minimum weight of 100 pounds). Breakpoint indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher bracket.

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
1151 – 1200	26.65	687	18.30	1,771	16.20
1201 – 1250	27.25	683	18.60	1,785	16.60
1251 – 1300	27.75	683	18.95	1,784	16.90
1301 – 1351	28.20	688	19.40	1,784	17.30
1351 – 1400	28.55	692	19.75	1,788	17.65
1401 – 1450	29.05	696	20.20	1,773	17.90
1451 – 1500	29.35	699	20.50	1,791	18.35
1501 – 1550	29.75	703	20.90	1,785	18.65
1551 – 1600	30.05	704	21.15	1,792	18.95
1601 -1650	30.40	706	21.45	1,800	19.30
1651 – 1700	30.75	705	21.65	1,811	19.60
1701 – 1750	31.05	709	22.00	1,819	20.00
1751 – 1800	31.35	713	22.35	1,817	20.30
1801 – 1850	31.70	717	22.70	1,802	20.45
1851 – 1900	32.00	721	23.05	1,797	20.70
1901 – 1950	32.30	723	23.35	1,803	21.05
1951 – 2000	32.65	726	23.70	1,798	21.30
2001 – 2050	33.00	729	24.05	1,793	21.55
2051 – 2100	33.35	728	24.25	1,807	21.90
2101 – 2150	33.70	729	24.55	1,813	22.25
2151 – 2200	34.00	731	24.85	1,811	22.50
2201 – 2250	34.25	733	25.10	1,817	22.80
2251 – 2300	34.50	737	25.40	1,819	23.10
2301 – 2350	34.75	739	25.65	1,813	23.25
2351 – 2400	35.05	739	25.90	1,811	23.45
2401 – 2450	35.35	742	26.20	1,810	23.70
2451 – 2500	35.60	745	26.50	1,808	23.95
2501 – 2550	35.70	747	26.65	1,813	24.15
2551 – 2600	35.80	748	26.75	1,825	24.40
2601 – 2650	36.10	744	26.85	1,829	24.55

SCHEDULE "D" - UNACCOMPANIED BAGGAGE RATES

APPLIES TO POINTS WITHIN GERMANY

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to a minimum weight of 100 pounds). Breakpoint indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher bracket.

MILES	100 TO 999 LBS. INCL.	BREAK POINT	1,000 TO 1,999 LBS. INCL.	BREAK POINT	2,000 LBS AND OVER
2651 - 2700	36.20	751	27.15	1,827	24.80
2701 - 2750	36.35	752	27.30	1,825	24.90
2751 - 2800	36.45	754	27.45	1,829	25.10
2801 - 2850	36.65	754	27.60	1,827	25.20
2851 - 2900	36.85	755	27.80	1,828	25.40
2901 - 2950	37.00	757	28.00	1,829	25.60
2951 - 3000	37.10	761	28.20	1,827	25.75
3001 - 3050	37.30	761	28.35	1,831	25.95
3051 - 3100	37.40	763	28.50	1,836	26.15
3101 - 3150	37.50	763	28.60	1,843	26.35
3151 - 3200	37.80	765	28.90	1,838	26.55
3201 - 3250	37.90	767	29.05	1,835	26.65
3251 - 3300	38.05	768	29.20	1,840	26.85
3301 - 3350	38.10	768	29.25	1,843	26.95
3351 - 3400	38.20	768	29.30	1,857	27.20
3401 - 3450	38.30	767	29.35	1,861	27.30
3451 - 3500	38.40	770	29.55	1,852	27.35
3501 - 3550	38.50	771	29.65	1,855	27.50
3551 - 3600	38.70	772	29.85	1,850	27.60
3601 - 3650	38.80	772	29.95	1,854	27.75
3651 - 3700	38.90	773	30.05	1,857	27.90
3701 - 3750	39.05	774	30.20	1,858	28.05
3751 - 3800	39.20	775	30.35	1,859	28.20

SCHEDULE "E" - UNACCOMPANIED BAGGAGE RATES

OVERSEAS, OTHER THAN GERMANY, HAWAII, AND ALASKA

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 LBS. AND LBS. INCL.
1 - 10	4.46	2.85	2.40
11 - 20	4.70	3.00	2.55
21 - 30	4.95	3.15	2.65
31 - 40	5.25	3.40	2.80
41 - 50	5.50	3.55	2.95
51 - 60	5.75	3.65	3.00
61 - 70	5.95	3.75	3.15
71 - 80	6.20	3.95	3.25
81 - 90	6.45	4.15	3.35
91 - 100	6.75	4.25	3.45
101 - 110	6.95	4.45	3.55
111 - 120	7.20	4.55	3.60
121 - 130	7.40	4.70	3.75
131 - 140	7.60	4.85	3.85
141 - 150	7.75	5.00	3.95
151 - 160	8.00	5.10	4.00
161 - 170	8.15	5.25	4.10
171 - 180	8.35	5.40	4.20
181 - 190	8.50	5.50	4.30
191 - 200	8.70	5.55	4.40
201 - 220	9.00	5.75	4.50
221 - 240	9.20	5.85	4.70
241 - 260	9.40	6.10	4.80
261 - 280	9.65	6.20	5.05
281 - 300	9.85	6.35	5.30

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

SCHEDULE "E" - UNACCOMPANIED BAGGAGE RATES

OVERSEAS, OTHER THAN GERMANY, HAWAII, AND ALASKA

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 LBS. AND LBS. INCL.
301 - 320	10.10	6.55	5.35
321 - 340	10.30	6.75	5.50
341 - 360	10.50	6.90	5.70
361 - 380	10.70	7.15	5.85
381 - 400	10.90	7.25	6.05
401 - 420	11.05	7.40	6.15
421 - 440	11.30	7.55	6.30
441 - 460	11.55	7.65	6.45
461 - 480	11.80	7.85	6.55
481 - 500	12.00	8.00	6.75
501 - 520	12.15	8.15	6.90
521 - 540	12.40	8.20	7.00
541 - 560	12.50	8.35	7.15
561 - 580	12.65	8.55	7.25
581 - 600	12.80	8.70	7.35
601 - 620	12.95	8.80	7.40
621 - 640	13.10	8.85	7.50
641 - 660	13.20	8.90	7.60
661 - 680	13.30	9.00	7.75
681 - 700	13.45	9.05	7.85
701 - 725	13.55	9.45	8.00
726 - 750	13.70	9.30	8.05
751 - 775	13.85	9.40	8.15
776 - 800	13.95	9.50	8.20
801 - 825	14.05	9.65	8.35

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

SCHEDULE "E" - UNACCOMPANIED BAGGAGE RATES

OVERSEAS, OTHER THAN GERMANY, HAWAII, AND ALASKA

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 LBS. AND LBS. INCL.
826 - 850	14.04	9.71	8.44
851 - 875	14.21	9.78	8.52
876 - 900	14.32	9.88	8.62
901 - 925	14.39	9.96	8.69
926 - 950	14.50	10.06	8.79
951 - 975	14.56	10.13	8.90
976 – 1000	14.91	10.20	9.04
1001 – 1050	15.23	10.48	9.25
1051 – 1100	15.69	10.77	9.53
1101 – 1150	16.11	11.01	9.78
1151 – 1200	16.53	11.33	10.06
1201 – 1250	16.89	11.53	10.28
1251 – 1300	17.24	11.79	10.48
1301 – 1350	17.48	12.04	10.72
1351 – 1400	17.73	12.28	10.91
1401 – 1450	18.02	12.53	11.12
1451 – 1500	18.22	12.74	11.36

SCHEDULE "F" - UNACCOMPANIED BAGGAGE RATES

ALASKA RATE TABLE

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 LBS. AND LBS. INCL.
1- 15	11.90	8.05	6.40
16- 20	12.45	8.45	6.65
21- 30	13.05	8.75	6.95
31- 40	13.70	9.10	7.20
41- 50	14.35	9.50	7.50
51- 60	24.20	15.70	12.30
61- 70	24.40	16.00	12.50
71- 80	24.75	16.15	12.65
81- 90	24.90	16.25	12.75
91- 100	25.20	16.45	12.80
101- 110	25.40	16.65	13.00
111- 120	25.70	16.75	13.10
121- 130	25.90	16.95	13.20
131- 140	26.10	17.05	13.45
141- 150	26.30	17.20	13.65
151- 160	26.65	17.30	13.70
161- 170	26.85	17.55	13.80
171- 180	27.15	17.75	14.00
181- 190	27.35	17.95	14.15
191- 200	27.55	18.05	14.20
201- 220	27.80	18.20	14.35
221- 240	28.15	18.45	14.50
241- 260	28.35	18.70	14.55
261- 280	28.65	18.95	14.70
281- 300	28.95	19.05	14.75

SCHEDULE "F" - UNACCOMPANIED BAGGAGE RATES

ALASKA RATE TABLE

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 LBS. AND LBS. INCL.
301- 320	29.20	19.25	14.80
321- 340	29.40	19.55	14.95
341- 360	29.65	19.75	15.00
361- 380	29.85	19.90	15.05
381- 400	29.95	20.05	15.10
401- 420	30.20	20.20	15.15
421- 440	30.40	20.35	15.20
441- 460	30.55	20.50	15.20
461 -480	30.75	20.65	15.25
481 -500	30.80	20.70	15.45
501- 520	31.25	21.00	15.60
521- 540	31.70	21.25	15.95
541- 560	32.15	21.65	16.15
561- 580	32.50	21.85	16.30
581- 600	32.95	22.15	16.65
601- 620	33.25	22.30	16.85
621- 640	33.65	22.60	17.05
641- 660	34.20	22.85	17.25
661- 680	34.20	23.05	17.55
681 -700	34.50	23.40	17.75
701- 725	34.90	23.70	18.00
726- 750	35.20	24.00	18.25
751 -775	35.50	24.25	18.50
776 -800	35.80	24.55	18.75
801- 825	36.00	24.80	19.05

SCHEDULE "F" - UNACCOMPANIED BAGGAGE RATES

ALASKA RATE TABLE

Rates are in dollars and cents per 100 pounds applied to gross weight (subject to minimum weight of 100 pounds)

MILES	100 TO 999 LBS. INCL.	1,000 TO 1,999 LBS. INCL.	2,000 LBS. AND LBS. INCL.
826- 850	36.30	25.15	19.45
851- 875	36.50	25.30	19.80
876- 900	36.85	25.55	20.20
901- 925	37.00	25.80	20.50
926- 950	37.25	26.05	20.75
951- 975	37.45	26.25	21.10
976-1000	37.70	26.45	21.50

(ELECTRONIC FUNDS TRANSFER PAYMENT

(MANDATORY)

1. Method of Payment. Payments by US Bank under this solicitation, including invoice and personal property Government bills of lading (PPGBLs) payments, may be made by electronic funds transfer (EFT) at the option of the US Bank. US Bank may also forward the associated payment information by electronic transfer. The term "EFT" refers to the funds transfer and may also include the information transfer.

2. Mandatory Submission of Transportation Service Provider's EFT Information.

a. The Transportation Service Provider is required, as a condition to any payment under this solicitation, to provide US Bank with the information required to make payment by EFT as described in paragraph 4 unless the payment office determines that submission of the information is not required. The Transportation Service Provider shall provide EFT information as described in paragraph 4 below.

b. If the Transportation Service Provider provides EFT information applicable to multiple PPGBLs, the Transportation Service Provider shall specifically state the applicability of this EFT information in terms acceptable to the payment office.

3. Transportation Service Provider's EFT Information. Prior to submission of the first request for payment under this solicitation, the Transportation Service Provider shall provide the information required to make payment by EFT directly to US Bank. If more than one payment office is named, the Transportation Service Provider shall provide a separate notice to each office. In the event that the EFT information changes, the Transportation Service Provider shall be responsible for providing the change to US Bank.

4. Required EFT Information. US bank make payments as noted in the Trading partner agreement with TSP. The Transportation Service Provider shall provide the following information for both methods in a form acceptable to the designated payment office. The Transportation Service Provider may supply this data for this or multiple PPGBLs (see paragraph 2).

CHAPTER VI - VOLUME MOVE PROCEDURES

Item 600 ***Purpose***

These instructions provide procedures for the competitive solicitation of volume move rates, to include U.S. Army COHORT moves, for personal property shipments, both HHG and UB.

Item 601 ***Criteria for Use of Volume Move Rates***

Volume move procedures will apply under the following conditions:

a. Estimated tonnage consisting of one or more of the following:

(1) HHG totaling 200,000 net pounds for military and civilian personnel.

(2) UB totaling 50,000 gross pounds for military and civilian personnel.

(3) PPSOs having special operational requirements may request a volume move for lesser amounts (for example: U.S. Army COHORT moves, base closure, etc.).

b. Movement is from one origin (commuting area) to one destination (commuting area).

c. Movement is normally within a 90-day period.

Item 602 ***Procedures***

The following procedures are applicable to volume movements:

a. When the above criteria exist, the responsible PPSO is required to submit a request via message, email or facsimile to SDDC providing appropriate information. Exceptions to Item 601 criteria may be requested, but must have full justification provided as part of the request. PPSOs having special operational requirements will include the information in the request.

b. SDDC will, in turn, request volume movement rate proposals from DOD approved ITGBL Transportation Service Providers via the SDDC Website, Personal Property Homepage at www.sddc.army.mil. SDDC may request rates on the basis of a single ITGBL code of service or, if warranted, on the basis of mixed modes and codes of service with or without additional or included services, as specified in the solicitation. The designated date for receipt of rate proposals at SDDC will be specified in the rate proposal request. Appendix A to this chapter is the format which will be utilized to solicit volume move rate requests from the Transportation Service Provider industry. Transportation Service Providers will be required to submit proper and complete information for bids to be considered responsive.

c. Transportation Service Providers will provide a rate in response to the SDDC rate solicitation prepared and submitted as required herein and in Appendix B to this chapter via email to sddc.safb.ppintlrate@us.army.mil**,** ATTN: SDDC-PPP-PO, will be used. Submitted rates must be error-free, cannot be withdrawn, or corrected subsequent to the designated date, and must be received in SDDC, Room **10N35**, International and Domestic Rates Section, prior to the designated date. Rates received after the designated date will be considered non-responsive and will not be accepted. Uniform tenders are not desired and should not be submitted unless specifically requested pursuant to paragraph g below.

d. The SFR will be an exception to and will not cancel any rate currently filed with SDDC for the account of DOD between the same points. The alternation clause will apply and rates submitted must be lower than other rates on file for similar traffic to be considered responsive. The SFR will include all services stipulated in Chapter IV. Other rates and/or charges applicable to shipments of the volume movements shall be in accordance with Chapter V of this solicitation.

e. In addition to rates and charges, the rate tender shall include:

(1) The percentage of the total volume move tonnage to which the rate is applicable.

(2) The amount of tonnage expressed in pounds per day that can be picked up at the rate submitted.

(3) The name and address of Transportation Service Provider's agents at origin and destination.

(4) In the event operating authority limitations require the use of one or more interlining Transportation Service Providers, the rate tender shall be submitted by the Transportation Service Provider responsible for shipment pickups at origin.

f. Transportation Service Provider will provide containers. Transportation Service Provider will provide for block surface movement and will provide proposed manifest data, i.e., name of vessel, departure, and arrival dates. Transportation Service Provider will accept consolidated PPGBLs.

g. SDDC will evaluate all competitive rate offers received from Transportation Service Providers and consider alternative shipping methods. When the ITGBL method is selected, Transportation Service Providers offering the lowest overall costs consonant with the required service will be notified of acceptance of their offer. Acceptance of rates does not guarantee any offer of tonnage. Telephonic responses will constitute an agreement with the Transportation Service Provider that its rate is accepted. Such notification binds the Transportation Service Provider to a rate commitment. Alternate Transportation Service Providers will have the option to withdraw their volume move rate if they do not desire to participate in overflow traffic. The Transportation Service Provider will confirm the rate with a uniform rate tender to SDDC within 7 days of the dispatch of notification. The uniform rate tender must be prepared precisely as specified in Appendix C to this chapter. Deviations are not permitted. Deviations, differences between the uniform rate tender and the rate, and/or errors may cause the uniform tender to be returned to the Transportation Service Provider for correction and resubmission.

h. PPSOs will maintain a separate TDR for volume move tonnage. Tonnage will be distributed to the lowest overall cost Transportation Service Provider that can provide the required service, based upon:

(1) The percentage that can be handled daily.

(2) The percentage of total tonnage that can be handled.

PPSOs will continue to tender shipments to the low-cost Transportation Service Provider to the extent of the Transportation Service Provider's ability to service the shipments even though the volume may exceed the maximum percentage stated by the Transportation Service Provider.

i. PPSOs will provide routing instructions for Codes 5 and T shipments. This routing will be perpetuated in the solicitation to Transportation Service Providers. In the event a shipment is offloaded at a port other than the port designated in block 13, the provisions of this solicitation regarding alternate ports will apply. Adjustments to the rate will be authorized, when appropriate, in accordance with established procedures.

j. A uniform tender shall be prepared using the electronic form located in our website. The uniform tender format is designed to promote speed and orderliness in the handling of tenders. Variance from its terms, sequence, or numbering may result in the delay in the processing of tenders. Except as otherwise instructed, completed rate tenders and supplements must be sent via e-mail to SDDC.SAFB.OTOTENDERS@US.ARMY.MIL. SDDC reserves the right, subsequent to the notification of the Transportation Service Provider of the acceptance of the rate proposal and while awaiting the submission of the uniform tender, to tender shipments based on the rate information provided in the rate offer.

k. Rate proposals and uniform tenders submitted in response to rate solicitations will be provided by the exact deadlines and under the exact terms, conditions, and procedures specified. This procedure stands alone, is not influenced by prior practices or procedures, and will not be subject to modification prior or subsequent to the deadlines and acceptances stipulated unless specifically modified by SDDC, ATTN: SDDC-PPP-PO, for the benefit of all parties by letter or telegram prior to the solicitation deadline. SDDC will not be responsible for late or misdirected rate proposals or uniform tenders which do not arrive at the point specified when caused by any party or parties not assigned to the Special Movements Section. SDDC reserves the right to reject any or all offers or waive informalities and minor irregularities in offers received, to negotiate or accept offers without discussion of rates, to nonuse any rate and/or to re-solicit rates, and to withdraw and re-award shipments for cause, as required.

l. All accepted rate tenders submitted in response to this solicitation will be available on SDDC's website following their acceptance. The controlling PPSO will not be furnished a copy of accepted tenders. Inquiries about any rate proposal or uniform tender should be satisfied by reference to the Personal Property Public File. However, the Transportation Service Provider tendering the accepted rates will be notified their rates have been accepted. Transportation Service Providers not receiving notification to submit confirming uniform tenders within 7 working days of the specified deadline should assume that its proposal was not accepted. Specific notice of the nonuse of rate proposals will not be furnished.

m. Although no guarantee is expressed or implied, SDDC will make every effort to protect the confidentiality of rates submitted in response to solicitations prior to the deadline established.

n. SDDC may solicit and receive rates by telephone. When this occurs, the procedures applicable to electronic solicitations and responses will remain unaltered except telephonic communications will be substituted for electronic communications.

Item 603 ***Mistake in Rate Filing***

The general procedures contained elsewhere in this solicitation also apply to these rates. When the low rate Transportation Service Provider determines an error was committed in preparing the rate, and the error warrants the allegation of a MIRF, the Transportation Service Provider may request their award be cancelled within 7 days of award notification. The Transportation Service Provider will provide clear and convincing evidence the error was committed by mistake. SDDC will make the determination whether to allow rescission of the rate.

Item 604 ***Participation***

Participation in the volume movement program is strictly voluntary.

APPENDIX 6A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INTERNATIONAL UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

1. COMMODITY/CODE/NAME SSN HHG CODE 4	2. TENDER NO./SUPPLEMENT NO./CANCELLATION NO. (AS APPLICABLE) ABCD-15	
3. ORIGIN ALEXANDRIA, VIRGINIA	4. ISSUE DATE 1 OCTOBER 2001	5. EXPIRATION DATE 31 DECEMBER 2001
6. DESTINATION FRANKFURT, GERMANY	7. EFFECTIVE DATE SDDC ACCEPTANCE	8. TRANSPORTATION SERVICE PROVIDER FILE NUMBER (OPTIONAL) 0001
9. ISSUING TRANSPORTATION SERVICE PROVIDER ABC TRANSFER		9b. SCAC ABCD

CERTIFICATION

I AM/(WE ARE) AUTHORIZED TO AND DO HEREBY OFFER ON A CONTINUING BASIS TO THE UNITED STATES GOVERNMENT, HEREINAFTER CALLED THE GOVERNMENT, PURSUANT TO SECTION 10721 OF THE INTERSTATE COMMERCE ACT OR OTHER APPROPRIATE AUTHORITY, THE TRANSPORTATION SERVICES HEREIN DESCRIBED, SUBJECT TO THE TERMS AND CONDITIONS HEREIN STATED. THE PROPERTY TO WHICH RATES HEREIN APPLY MUST BE SHIPPED BY OR FOR THE GOVERNMENT ON (1) GOVERNMENT BILLS OF LADING, (2) COMMERCIAL BILLS OF LADING ENDORSED TO SHOW THAT SUCH BILLS OF LADING ARE TO BE EXCHANGED FOR GOVERNMENT BILLS OF LADING AT DESTINATION, OR (3) COMMERCIAL BILLS OF LADING ENDORSED WITH THE FOLLOWING LEGEND: "TRANSPORTATION HEREUNDER IS FOR THE GOVERNMENT AND THE ACTUAL TRANSPORTATION COST PAID TO THE TRANSPORTATION SERVICE PROVIDER(S) BY THE SHIPPER OR RECEIVER IS TO BE REIMBURSED BY THE GOVERNMENT."

11. RATE(S) OR CHARGE	12. MINIMUM WEIGHTS	13A. ROUTE(S)
$50.00	500	BASIS FOR SUBMISSION PER SDPP-PO VOLUME RATE ANNOUNCEMENT DATED 1 OCTOBER 1 OCTOBER 2001 100% 45,000 LBS DAILY
		13b. FOREIGN FLAG CERTIFICATION
		FROM: TO: AUTHORIZATION NO:

14. ACCESSORIAL SERVICES

ANY ADDITIONAL SERVICES WILL BE FURNISHED BY THE TRANSPORTATION SERVICE PROVIDER ON REQUEST OF THE SHIPPER AT THE RATES OR CHARGES SPECIFIED IN THE APPLICABLE SOLICITATION AND WILL BE IN ADDITION TO THE RATES OR CHARGES SHOWN IN ITEMS 11 AND 12. SUCH REQUESTS MUST BE SHOWN ON THE BILL OF LADING OR DD FORM 619 AND CERTIFIED BY THE PERSON REQUESTING SAME.

[FOR SDDC USE ONLY]

15. LAWFUL PERFORMANCE: OPERATING AUTHORITIES

IN MAKING THIS TENDER, THE TRANSPORTATION SERVICE PROVIDER(S) REPRESENT(S) TO THE GOVERNMENT THAT THE SERVICES WILL BE PERFORMED IN ACCORDANCE WITH APPLICABLE, FEDERAL, STATE, AND MUNICIPAL LAWS AND REGULATIONS AND THAT THE TRANSPORTATION SERVICE PROVIDER(S) POSSESS(ES) THE REQUIRED OPERATING AUTHORITY TO TRANSPORT THE COMMODITY FROM, TO, OR BETWEEN THE PLACES HEREIN SET FORTH, AS EMBRACED IN THE FOLLOWING DOCKETS, PERMITS, OR TEMPORARY OPERATING AUTHORITIES.

16. CHARGES AND ALLOWANCES

EXCEPT AS OTHERWISE PROVIDED HEREIN, SHIPMENTS MADE UNDER THE PROVISIONS OF THIS TENDER ARE ENTITLED TO SUCH ADDITIONAL SERVICES AND PRIVILEGES AS ARE PROVIDED IN THE INTERNATIONAL RATE SOLICITATION, SUBJECT TO THE CHARGES, ALLOWANCES, AND RULES APPLICABLE TO SUCH SERVICES.

17. PAYMENT

THE TRANSPORTATION SERVICE PROVIDER SHALL BILL THE GOVERNMENT ON STANDARD FORM 1113, APPROPRIATELY SUPPORTED, AND SHALL SUBMIT SAID BILL TO THE PAYING OFFICE SHOWN ON THE GOVERNMENT BILL OF LANDING.

18. REFERENCES

WHERE REFERENCE IS MADE IN THESE TENDER OR THE INTERNATIONAL RATE SOLICITATION, SUCH REFERENCE SHALL BE DEEMED TO DEEMED TO INCLUDE SUPPLEMENTS OR AMENDMENTS THERETO OR ISSUES THEREOF, UNLESS OTHERWISE SPECIFIED HEREIN.

19. CANCELLATION OR MODIFICATION OF TENDER

THIS TENDER MAY BE CANCELLED BY THE TRANSPORTATION SERVICE PROVIDER(S) BY SUPPLEMENT ON 60 OR 90 DAYS WRITTEN NOTICE. CANCELLATION WILL NOT APPLY TO SHIPMENTS MADE (TO INCLUDE SHIPMENTS BOOKED PRIOR TO PICKUP DATE) FROM ORIGINAL POINT OF SHIPMENT BEFORE EFFECTIVE DATE OF SUCH NOTICE AND EXCEPT AS TO ANY ACCRUED RIGHTS AND LIABILITIES OF EITHER PARTY HEREUNDER CANCELLATION MY BE ACCOMPLISHED UPON SHORTER NOTICE BY MUTUAL AGREEMENT OF THE PARTIES CONCERNED.

20. FILING WITH REGULATORY BODIES

TRANSPORTATION SERVICE PROVIDER(S) CERTIFIES (CERTIFY) THAT, WHERE REQUIRED, THE REQUISITE NUMBER OF COPIES OF THIS TENDER IS BEING FILED CONCURRENTLY WITH THE SURFACE TRANSPORTATION BOARD IN ACCORDANCE WITH SECTION 10721 OF THE COMMERCE ACT, OR WITH OTHER REGULATORY AGENCIES, AS APPROPRIATE.

21. ALTERNATIONS: VOLUME OF TRAFFIC

THIS TENDER WILL NOT APPLY WHERE CHARGES ACCRUING HEREIN EXCEED CHARGES OTHERWISE APPLICABLE FOR THE SAME SERVICE. RECEIPT OF THIS TENDER SHALL NOT BE CONSTRUED AS A GUARANTEE BY THE GOVERNMENT OF ANY PARTICULAR VOLUME OF TRAFFIC HEREIN DESCRIBED.

22. ALTERNATIONS: VOLUME OF TRAFFIC

SIGNATURE(S) OF PART(IES) REPRESENTING TRANSPORTATION SERVICE PROVIDER(S): BY OFFERING RATES FOR SERVICES TO THE UNITED STATES GOVERNMENT, THE UNDERSIGNED TRANSPORTATION SERVICE PROVIDER OFFICIAL CERTIFIES THE UNDERSTANDING AND CONTINUED COMPLIANCE WITH THE PREVIOUSLY EXECUTED CERTIFICATION OF INDEPENDENT PRICING, WHICH IS INCORPORATED HERETO BY REFERENCE. THE EXECUTED CERTIFICATION OF INDEPENDENT PRICING IS ON FILE IN THE TRANSPORTATION SERVICE PROVIDER'S QUALIFICATION FILE AS AN ATTACHMENT TO THE TRANSPORTATION SERVICE PROVIDER'S TENDER OF SERVICE.

ISSUING TRANSPORTATION SERVICE PROVIDER ABCD TRANSFER (ABCD)	PARTICIPATING TRANSPORTATION SERVICE PROVIDER	PARTICIPATING TRANSPORTATION SERVICE PROVIDER
BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT) SIGNATURE	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)
ADDRESS P.O. BOX 0000 ALEXANDRIA, VA 00000	ADDRESS	ADDRESS

INSTRUCTIONS

A. GENERAL

THIS UNIFORM TENDER FORMAT IS DESIGNED TO PROMOTE SPEED AND ORDERLINESS IN THE HANDLING OF TENDERS. VARIANCE FROM ITS TERMS, SEQUENCE OR NUMBERING MAY RESULT IN DELAY IN THE PROCESSING OF TENDERS.

B. DISTRIBUTION REQUIREMENTS

EXCEPT AS OTHERWISE INSTRUCTED, RATE TENDERS AND SUPPLEMENTS WILL BE SUBMITTED VIA E-MAIL TO SDDC.SAFB.PPINTLRATE@US.ARMY.MIL .

APPENDIX 6B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

UNIFORM TENDER VOLUME MOVE FORMAT

This appendix provides the exact information that must be contained in uniform tenders. Deviation is not permitted. The following data descriptions are keyed to the uniform tender illustration at Appendix A. Do not submit or reproduce and submit this illustration.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter volume move commodity (HHG or UB), Code of Service.
2	Tender Number	TSP assign a unique tender number.
3	Origin	Enter origin city, state/country.
4	Issue Date	Enter date prepared by Transportation Service Provider.
5	Expiration Date	Enter pickup date + 30 days.
6	Destination	Enter destination city, state/country.
7	Effective Date	Enter "SDDC Acceptance."
8	TSP provider File Number	Optional Transportation Service Provider use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter.
11	Rate(s) and Charge	Enter the SFR in dollars and cents per net CWT for HHG or per gross cwt for UB.
12	Minimum Weight	Enter exactly "500 lbs. net," for HHG, or "100 lbs. gross," for UB.
13a	Route(s)	Enter "basis for submission per SDDC-PPP-PO Volume Move announcement message dated. Percentage of the total volume move that Transportation Service Provider can handle, and the amount of tonnage that Transportation Service Provider can handle per day.
13b	Foreign Flag Certification	Optional Transportation Service Provider use. Enter routing and/or foreign flag certification if applicable.

14	Accessorial Services	Do Not Alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter.	
22 and	Signature	Enter full corporate name and address. Enter title name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX A TO UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

A. TSP NAME AND SCAC

B. RATE TENDER NUMBER

C. ORIGIN AGENT: NAME

ADDRESS

PHONE

CONTACT

D. DESTINATION AGENT: NAME

ADDRESS

PHONE

CONTACT

VOLUME MOVE RATE SOLICITATION MESSAGE FORMAT

The following message format will be utilized by SDDC to solicit volume move rates.

FROM: CDRSDDC SCOTT AFB, IL//SDDC-PPP-PO//

TO: ALL ITGBL DOD APPROVED TRANSPORTATION SERVICE PROVIDERS

SUBJ: VOLUME MOVEMENT NUMBER _____

A. SDDC ITGBL RATE SOLICITATION

1. IN ACCORDANCE WITH AND SUBJECT TO THE TERMS, CONDITIONS, AND PROCEDURES IN REFERENCE A, AN OFFER FOR THE FOLLOWING VOLUME MOVE IS SOLICITED.

A. ORIGIN (PICKUP POINT/RATE AREA)

B. DESTINATION (ACTUAL DELIVERY POINT/RATE AREA)

C. CODE OF SERVICE AND ROUTING, IF APPLICABLE

D. ORIGIN PPSO (INCLUDING GBLOC)

E. DESTINATION PPSO (INCLUDING GBLOC)

F. ESTIMATED NUMBER OF SHIPMENTS

G. EFFECTIVE PERIOD OF TIME FOR MOVEMENT OF SHIPMENTS

H. ESTIMATED TOTAL WEIGHT

I. WEIGHT SUBJECT TO STORAGE-IN-TRANSIT (IF APPLICABLE)

J. DEADLINE FOR FILING RATES

K. SPECIAL MOVEMENT REQUIREMENTS, IF APPLICABLE

ELECTRONIC RATE TENDER FORMAT

The following format must be utilized by transportation service providers when submitting electronic rate tenders in advance of uniform tenders.

TO: CDRSDDC SCOTT AFB, IL//SDDC-PPP-PO//

SUBJECT: VOLUME MOVE-FILE (NUMBER), FROM _____ TO _____

A. TRANSPORTATION SERVICE PROVIDER'S NAME AND STANDARD TRANSPORTATION SERVICE PROVIDER ALPHA CODE.

B. CODE OF SERVICE.

C. SINGLE FACTOR RATE.

D. PERCENTAGE OF THE TOTAL TRAFFIC OFFERED BY THE SOLICITATION TO WHICH THE RATES ARE APPLICABLE.

E. MAXIMUM POUNDS PER DAY THAT CAN BE PICKED UP AND DELIVERED AT THE RATE SUBMITTED.

CHAPTER VII - ONE-TIME-ONLY (OTO) PROCEDURES FOR HHG, UB AND BOAT

Item 700 ***Purpose***

These instructions provide procedures for the competitive solicitation of OTO rates for personal property shipments (HHG and UB).

Item 701 ***Criteria for Use of OTO Rates***

OTO procedures will apply under the following conditions:

a. When origin to destination rates are not solicited under the ITGBL program.

b. When a shipment is diverted to or from a point for which there is no rate available.

c. When a shipment requires conversion, i.e., from Code 4 to Code 5 service or from Code 7 to Code 8 service, due to strike or other conditions which impedes timely service and the Transportation Service Provider to which the shipment was tendered does not offer alternate rates in the converted service.

d. When a shipment requires reshipment under conditions specified in Chapter V of this solicitation.

e. When a Transportation Service Provider accepts shipment on a channel where it has no effective rate on file, acceptance constitutes an agreement by the Transportation Service Provider to perform the transportation services at a rate negotiated under these procedures. If there is a SDDC-accepted rate on file for the channel, then the low rate on file will be the negotiated rate.

f. Under certain circumstances, SDDC may agree to terminate the shipment, especially when the shipment remains at origin or has not proceeded beyond the port of embarkation. However, when termination is approved, the Transportation Service Provider agrees to reimbursement only for costs incurred to the point of termination, as contained in Chapter V of this solicitation.

g. When the **boat** will not fit into a standard size overseas container. However, the OTO boat request will not be for small boats such as canoes, kayaks, or rowboats. These small boats will be crated utilizing Item 508 of the rate solicitation and then moved with the member's shipment under the SFR.

h. A personal watercraft such as a Jet Ski and/or its associated trailer exceeding 14 feet is shipped under BOTO procedures.

i. When a shipment is not part of the Department of State Pilot Program:

PPSOs should ensure the instructions provided in the PPCIG Country Instructions and GBLOC Special Instructions are utilized to coordinate these shipments. All questions regarding this pilot program should be Directed to:

U.S. Department of State, Transportation and Travel Management Division
Phone: 1-800-424-2947 or 202-663-0891/0892
Fax: (202) 663-3209
Email: DODPP@state.gov

NOTE: Effective 1 April 2010 and lasting for a minimum of 1 calendar year, fifteen (15) Diplomatic missions will participate in a Pilot Test Program under which Department of State (DOS) will move DoD shipments to, from, and between these 15 locations. These locations are:

1. Bogota, Columbia – ZFDK, 2. Caracas, Venezuela – ZKDK, 3. Santo Domingo, Dominican Republic – OLDK, 4. Pretoria, South Africa – TQDK, 5. Tel Aviv, Israel – SHDK, 6. Amman, Jordan – SQDK, 7. Moscow, Russia – STDK, Kiev, 8. Ukraine – VTDK, 9. Vienna, Austria – VHDK, 10. Jakarta, Indonesia – RCDK, 11. New Delhi, India – SBDK, 12. Kigali, Rwanda – TRDZ, 13. Abuja, Nigeria – TJDL, 14. Tashkent, Uzbekistan – SUDZ, 15. Beijing, China – QBDK

Item 702 ***Procedures***

The following procedures are applicable to OTO rates.

a. When one of the above criteria to use OTO exists, the PPSO will submit all necessary information to solicit an OTO rate. At this time, t**his information will be submitted via TOPS. If a shipping location does not have TOPS availability, that shipping location shall submit their OTO request to SDDC Europe or SDDC Pacific NLT 20 days prior to the pickup date requested by the shipper. Requests submitted to SDDC Europe/Pacific must conform to the message format in Appendix 7C-1 and 7D-1. Requests submitted via email to SDDC HQ Scott AFB or not conforming to the format in this chapter will not be accepted for processing.**

b. PPSOs will provide routing instructions for Codes 5 and T shipments. This routing will be included in the solicitation to Transportation Service Providers. In the event a shipment is offloaded at a port other than the port designated, the provisions covering alternate ports will apply.

c. SDDC will solicit rate proposals from ITGBL Transportation Service Providers approved to participate in the OTO program (domestic TSPs may participate in between Alaska and CONUS shipments). Only approved Transportation Service Providers may submit bids. Bids submitted without proper approval will be rejected. Transportation Service Providers requesting OTO approval must submit the following documentation:

(1) A statement that the Transportation Service Provider has completed 12 months of continuous service as a DOD-approved ITGBL Transportation Service Provider. Transportation Service Provider must have had a satisfactory performance during the 12-month period. Satisfactory ITGBL performance is defined as a satisfactory TQAP score for the most recent 6-month performance cycle (April 1 to September 30 or October 1 to March 31) at no less than 90 percent of total installations serviced.

(2) A list of codes of service for which the Transportation Service Provider is requesting approval.

(3) A list of countries in which the Transportation Service Provider would like to participate, enclosing the name(s) and location of agent(s) for each country. Agents located outside of CONUS, Alaska, Hawaii, and controlled rate areas listed in Item 300 need not be DOD-approved. This does not restrict the Transportation Service Provider to use only the agent(s) listed. Transportation Service Providers are required to submit changes when applicable.

(4) A copy of the Transportation Service Provider's standard operating procedures (tracing and traffic management procedures) used to process international OTO shipments.

(5) Telephone numbers at which key employees can be reached during nonworking hours in case of an emergency. These numbers will be utilized in case of emergency situations, such as an embassy evacuation. This is a voluntary requirement; however, Transportation Service Providers who cannot be contacted on short notice may not be able to submit their bids in a responsive manner.

(6) To minimize the Government's administrative costs in the operation of the OTO program, such as costs associated with electronic transmission of requests for bids to Transportation Service Providers and to remain active on the bidder's mailing list, approved Transportation Service Providers must submit a minimum of three bids each 90 days. This three-bid rule only applies to areas in the OTO program where the Transportation Service Provider has agreed to serve and where there have been rates solicited.

d. OTO rate requests will be solicited via the SDDC Homepage each government workday. Transportation Service Providers desiring additional information may contact SDDC-PPP-PO, by calling **(618) 220-5457**

e. Bids will be submitted to SDDC-PPP-PO only via the SDDC Homepage. Bids will be submitted within time specified in the OTO solicitation. Bids must be error free, cannot be withdrawn, or corrected subsequent to the deadline, and must be offered prior to the deadline. If you are experiencing problems with your transmission, please contact SDDC-PPP-PO before the bid deadline set forth in the specific OTO shipment solicitation. Bids received after the deadline will be considered nonresponsive and will not be considered. Uniform tenders are not desired and will not be submitted unless specifically requested pursuant to paragraph i below.

f. Bids will include whether United States Flag (USF) or Foreign Flag (F/F) service will be provided. Transportation Service Provider(s) claiming USF carriers only will be required to provide Air, Water, and Land modes of transport (carrier & routing information), to include Flight and/or Vessel data/information during bidding process. All modes of transport (Air, Rail, Water, and Line Haul) must be included from origin to final destination. When a Transportation Service Provider plans to utilize Foreign Flag assets in conjunction with USF carriers it must identify the Foreign Flag Feeder non-powered asset portion in their bid. TSPs claiming F/F or USF on CoS 6 & 8 shipments will be required to provide air carrier data and routing information at time of bid(s) from origin and final destination. Acceptance of a bid with F/F routing from SDDC does not grant F/F approval. Air shipments moving between overseas areas are exempt from having to obtain a Foreign Flag certificate. F/F approval must be obtained when (1) the use of an aircraft of United States registry will not provide the required service during any segment of the routing to or from the United States or (2) the use of a USF ocean vessel will not provide the required service on shipments to, from, and between all overseas ocean ports with no exception.

g. SDDC will evaluate all competitive bid offers received from Transportation Service Providers as well as alternative shipping procurement methods. When the OTO method is selected, the Transportation Service Provider offering the lowest overall responsive bid will be notified of the offer of the shipment award. Submission of a bid by TSPs via the web based system binds the Transportation Service Provider to a rate commitment. The Transportation Service Provider must acknowledge an offer of a shipment award by providing the tender number, origin agent, and destination agent within 24 hours of award notification by SDDC. The Transportation Service Provider must confirm its bid with an OTO uniform rate tender to SDDC within 21 days of the award notification. The uniform OTO rate tender must be prepared precisely as specified in Appendix A for HHG and UB and Appendix D for boats to this chapter. Deviations are not permitted. Deviations, differences between the uniform rate tender and the rate provided, and/or errors will cause the uniform tender to be returned to the Transportation Service Provider for correction and resubmission. All rates for OTO shipments awarded by SDDC shall be subject to audit by the General Services Administration.

h. A uniform tender shall be prepared using the electronic form located within this solicitation. The uniform tender format is designed to promote speed and orderliness in the handling of tenders. Variance from its terms, sequence, or numbering may result in the delay in the processing of tenders. Except as otherwise instructed, completed rate tenders and supplements must be sent via e-mail to sddc.safb.OTOtenders@us.army.mil. SDDC reserves the right, subsequent to the notification of the Transportation Service Provider of the acceptance of the rate proposal and while awaiting the submission of the uniform tender, to notify the transportation office based on the rate information provided in the rate offer. The Transportation Service Provider will include use of foreign flag service and the AMC/SDDC authorization number on the tender.

i. Bid proposals and uniform tenders submitted in response to OTO rate solicitations will be filed by the stated deadlines and shall be a response to the exact terms, conditions, and procedures specified. This procedure stands alone, is not influenced by prior practices or procedures, and will not be subject to modification prior or subsequent to the deadlines and acceptances stipulated unless specifically modified by SDDC, ATTN: SDDC-PP-PO, for the benefit of all parties by letter or telegram prior to the solicitation deadline. TSPs are solely responsible for ensuring strict conformity to filing deadlines and terms and conditions outlined herein. SDDC reserves the right to reject any or all offers, waive informalities and minor irregularities in offers received, decline usage of any rate tender, re-solicit rates, or withdraw and re-award shipments for cause, as required.

j. All awarded rates submitted in response to this solicitation will be available on SDDC's personal property website following the acceptance. The controlling PPSO will not be furnished a copy of the accepted tenders.

k. Although no guarantee is expressed or implied, SDDC considers the rates submitted by TSPs to be proprietary in nature, and SDDC will make every effort to protect the confidentiality of rates submitted in response to solicitations prior to the deadline established.

l. When the web based system is inoperative, SDDC may solicit and receive rates by telephone. When this occurs, the procedures applicable to electronic solicitations and responses will remain unaltered except that telephonic communications will be substituted for electronic communications.

Item 703 ***Mistake in Rate Filing***

a. The solicitation and awarding of OTO shipments is considered a sealed bidding process. Transportation Service Providers are responsible for the proper research, timely coordination, and accurate submission of their OTO bids. Proper research includes factoring in any and all conditions annotated on the OTO solicitation (e.g. actual weights if a shipment is indicated to be in storage/possession of another representative). Once an OTO shipment is awarded, the Transportation Service Provider will not be allowed to change or withdraw its bid by claiming a mistake in rate filing except as provided in paragraph (b) and (c) of this Item. Mistakes based on administrative errors, improper calculations, errors in judgment, and using the wrong transportation data (e.g. failure to take weight fluctuation into consideration) shall not constitute a mistake in rate filing.

b. When the awarded Transportation Service Provider provides clear and convincing evidence that (1) a mistake is based on false Government information affecting the character of the shipment; or (2) the mistake was so obvious that the Government should have had notice of the mistake prior to award. In such circumstances, then SDDC may allow withdrawal of a TSP bid, consider a TSP request for revision of a bid, or re-solicit bids. A Transportation Service Provider's request to withdraw or revise its bid based on a mistake in rate filing must be submitted to SDDC no later than five (5) calendar days prior to pickup of the shipment or three (3) calendar days after the pre-move survey or actual pickup date, whichever is earlier. In all cases (including short notice requests fewer than five (5) calendar days between award and requested pickup) a request to revise a bid based on a valid mistake in rate filing must be submitted "PRIOR" to shipment pickup by TSP or his/her selected representative. SDDC will make the decision to disapprove or approve a TSPs request for a rate revision or re-solicit bids for the shipment. Any allowed adjustments will be indicated on the corrected OTO tender. The provisions of Items 703a and 703b shall be subject to the terms and conditions set forth in Item 703c.

c. All OTO TSP bids should be made with the understanding that solicitations are made based on estimated weights. PPSOs shall utilize all due diligence to properly estimate the weight of the shipment prior to SDDC's solicitation of rates from TSP's on an OTO shipment. Nevertheless, TSP's acknowledge that they are submitting bids based upon an estimated weight, and that variances between the estimated weight and actual weight will most likely occur. In no event shall TSPs be permitted to claim any mistake in rate filing as described in Item 703 a and b where a differential between the estimated weight and actual weight of the shipment does not exceed the percentile differences below. All TSP requests for rate revisions will be denied unless the differentials between the estimated weight and the actual weight exceed the limits below:

1) Greater than a 35% negative weight difference for HHG shipments with estimated weights up to 7,000lb
2) Greater than a 45% negative weight difference for HHG shipments with estimated weights greater than 7,001lbs
3) Greater than a 35% negative weight difference for UB shipments with estimated weights up to 500 lbs
4) Greater than a 40% negative weight difference for UB shipments with estimated weights greater than 501lbs
5) Greater than a 5% positive weight difference or less than a 10% positive weight difference for all HHG and UB shipment codes (1,2,3,4,5,6,7,8,T, J).

d. SDDC will not review a request for rate revision that does not exceed the weight differential thresholds set forth above. Any request for a rate revision bid shall be subject to SDDC approval. SDDC reserves the right to reject any revised bid, to re-solicit for bids, or to withdraw the shipment. Rates shall fully incorporate any differential between estimated and actual weights that do not exceed the differentials set forth above. **TSPs are required to submit all rate revision requests using SDDC-PP-PO OTO Rate Revision Request Form posted on our website www.sddc.army.mil. Revised rate requests will only be considered when all of the following conditions and timelines are met:**

1) Upon pre-move survey, it is determined that the new estimated weight exceeds the thresholds delineated above (e.g. either decreases more than, or increases by, the percentage differentials set forth above).
2) A request to withdraw or revise a bid is submitted to SDDC no later than the following:
   "Three (3) calendar days after the pre-move survey or no later than the award date (short fuse shipments only)", or "Five (5) calendar days prior to pickup of the shipment", whichever is earlier.
   All applicable shipment documentation and written justifications (facts and data) are required to support TSP Rate Revision Request and claim.
3) Within ten (10) calendar days of the date of OTO Award Date (if property is in storage) or solicited shipment Pick Up Date, whichever is earlier, TSP's must provide SDDC an official/certified Weight Ticket that validates the above (c. 1-5) weight differentials have been exceeded or not achieved for HHG and UB shipments. Failure to comply will negate any request for rate revision(s).
4) Upon request, SDDC will be provided with a detailed line item breakdown of all expenses associated with the shipment and justification for the rate revision from the responsible TSP.

NOTE 1: All rate revision requests must be submitted to sddc.safb.rates@us.army.mil (using SDDC-PP-PO OTO Rate Revision Request Form posted on our website www.sddc.army.mil) for review and approval prior to the shipment being approved for transportation. Failure to meet all rate revision request requirements within Item 703 will result in "denial" of rate revision request. At all times, SDDC reserves the right to terminate the shipment at origin, and re-solicit rates based upon the certified original weight ticket.

NOTE 2: All bids must factor in all agent/carrier imposed minimums; communication between TSPs and designated shipping Agent(s) (e.g. origin agents holding personal property prior to and during TSP award process) is the responsibility of the awarded TSP. Rate revisions based on minimums will not be authorized.

NOTE 3: The TSP's requirement to communicate any rate revision request also exists on "Short Fuse" pickup shipments. TSP's are required to review and react accordingly to the initial Rate Solicitation(s), official shipping documentation, and submit all supporting facts, documentation, an written justification in support of rate revision requests in accordance with all required this chapter.

NOTE 4: In addition, bids submitted by TSPs for OTO shipments shall incorporate any and all costs for delivery to a destination within a 30 mile radius from the destination designated on the government bill of lading at no additional cost to the government, given that the nature of an OTO shipment can ordinarily involve situations where the shipper lacks an available residence address within the destination country at the time and point of origin of the shipment (e.g., the Embassy may be the location to contact the shipper in the destination country but not the final delivery address) . For direct deliveries with delivery further than 30 miles from the location indicated on the GBL and in the rate solicitation, compensation will be based on Item 526 and 530 of this solicitation. Any determination for additional compensation for delivery out of SIT is limited to that indicated in Items 520, 521, 526, and 530 and shall in no event be based on distances measured from the original point of origin to the actual delivery location.

Item 704 ***Quality Assurance Reports***

a. ***RDD Report:*** Transportation Service Providers participating in the OTO program will be required to provide an RDD status report of all shipments that will miss the RDD. Reports are requested the first work day of each week to SDDC, ATTN: SDDC-PP-PO, Quality Assurance Team at sddc.safb.ppperf@us.army.mil. This report will reflect shipment information in the following format:

OTO Number	Member's Name	RDD	Est. Del. Date	Current Location	Remarks

This report, which must be submitted via e-mail transmission, must provide information on all shipments not arrived at the destination location or cleared by the PPSO/GSO for storage. Definitions are as follows:

1) OTO Number: SDDC OTO or DPS generated number.
2) Member's Name: Last name, first name of the member.
3) Est. Del. Date: Transportation Service Provider's estimated delivery date to destination PPSO/GSO.
4) Current Location (three categories): 1- origin PPSO/GSO area; 2 – In transit via transport; 3 - destination PPSO/GSO area.
5) Remarks: Problems; unusual delays; why shipment will miss the RDD; waiting clearance for use of foreign flag, etc.

b. ***Quality Report:*** If PPSOs, Embassies, or any affected party has information on quality assurance related failures that occur in conjunction to OTO shipments they should send that information, along with all pertinent details, to SDDC, Quality Assurance Team at sddc.safb.ppperf@us.army.mil. The email shall indicate the SDDC OTO number on the subject line along with the GBL number, shipper's name, pickup, delivery, current disposition, and a description of any existing issues so that SDDC can review for possible action.

APPENDIX 7A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INTERNATIONAL UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

1. COMMODITY/CODE/NAME SSN UB CODE 8 DOE, JOHN 000-00-0000	2. TENDER NO./SUPPLEMENT NO./CANCELLATION NO. (AS APPLICABLE) ABCD-02	
3. ORIGIN ALEXANDRIA, VIRGINIA	4. ISSUE DATE 01 OCTOBER 2001	5. EXPIRATION DATE 31 DECEMBER 2001
6. DESTINATION RABAT, MOROCCO	7. EFFECTIVE DATE SDDC ACCEPTANCE	8. TRANSPORTATION SERVICE PROVIDER FILE NUMBER (OPTIONAL) 0002
9. ISSUING TRANSPORTATION SERVICE PROVIDER ABCD TRANSFER		9b. SCAC ABCD

CERTIFICATION

I AM/(WE ARE) AUTHORIZED TO AND DO HEREBY OFFER ON A CONTINUING BASIS TO THE UNITED STATES GOVERNMENT, HEREINAFTER CALLED THE GOVERNMENT, PURSUANT TO SECTION 10721 OF THE INTERSTATE COMMERCE ACT OR OTHER APPROPRIATE AUTHORITY, THE TRANSPORTATION SERVICES HEREIN DESCRIBED, SUBJECT TO THE TERMS AND CONDITIONS HEREIN STATE. THE PROPERTY TO WHICH RATES HEREIN APPLY MUST BE SHIPPED BY OR FOR THE GOVERNMENT ON (1) GOVERNMENT BILLS OF LADING, (2) COMMERCIAL BILLS OF LADING ENDORSED TO SHOW THAT SUCH BILLS OF LADING ARE TO BE EXCHANGED FOR GOVERNMENT BILLS OF LADING AT DESTINATION, OR (3) COMMERCIAL BILLS OF LADING ENDORSED WITH THE FOLLOWING LEGEND: "TRANSPORTATION HEREUNDER IS FOR THE GOVERNMENT AND THE ACTUAL TRANSPORTATION COST PAID TO THE TRANSPORTATION SERVICE PROVIDER(S) BY THE SHIPPER OR RECEIVER IS TO BE REIMBURSED BY THE GOVERNMENT."

11. RATE(S) OR CHARGE	12. MINIMUM WEIGHTS	13A. ROUTE(S)
$75.00	100	
		13b. FOREIGN FLAG CERTIFICATION FROM: PARIS, FRANCE TO: RABAT, MOROCCO AUTHORIZATION NO: 1349874

14. ACCESSORIAL SERVICES

ANY ADDITIONAL SERVICES WILL BE FURNISHED BY THE TRANSPORTATION SERVICE PROVIDER ON REQUEST OF THE SHIPPER AT THE RATES OR CHARGES SPECIFIED IN THE APPLICABLE SOLICITATION AND WILL BE IN ADDITION TO THE RATES OR CHARGES SHOWN IN ITEMS 11 AND 12. SUCH REQUESTS MUST BE SHOWN ON THE BILL OF LADING OR DD FORM 619 AND CERTIFIED BY THE PERSON REQUESTING SAME.

[FOR SDDC USE ONLY]

15. LAWFUL PERFORMANCE: OPERATING AUTHORITIES

IN MAKING THIS TENDER, THE TRANSPORTATION SERVICE PROVIDER(S) REPRESENT(S) TO THE GOVERNMENT THAT THE SERVICES WILL BE PERFORMED IN ACCORDANCE WITH APPLICABLE, FEDERAL, STATE, AND MUNICIPAL LAWS AND REGULATIONS AND THAT THE TRANSPORTATION SERVICE PROVIDER(S) POSSESS(ES) THE REQUIRED OPERATING AUTHORITY TO TRANSPORT THE COMMODITY FROM, TO, OR BETWEEN THE PLACES HEREIN SET FORTH, AS EMBRACED IN THE FOLLOWING DOCKETS, PERMITS, OR TEMPORARY OPERATING AUTHORITIES.

16. CHARGES AND ALLOWANCES

EXCEPT AS OTHERWISE PROVIDED HEREIN, SHIPMENTS MADE UNDER THE PROVISIONS OF THIS TENDER ARE ENTITLED TO SUCH ADDITIONAL SERVICES AND PRIVILEGES AS ARE PROVIDED IN THE INTERNATIONAL RATE SOLICITATION, SUJECT TO THE CHARGES, ALLOWANCES, AND RULES APPLICABLE TO SUCH SERVICES.

17. PAYMENT

THE TRANSPORTATION SERVICE PROVIDER SHALL BILL THE GOVERNMENT ON STANDARD FORM 1113, APPROPRIATELY SUPPORTED AND SHALL SUBMIT SAID BILL TO THE PAYING OFFICE SHOWN ON THE GOVERNMENT BILL OF LANDING.

18. REFERENCES

WHERE REFERENCE IS MADE IN THESE TENDER OR THE INTERNATIONAL RATE SOLICITATION, SUCH REFERENCE SHALL BE DEEMED TO DEEMED TO INCLUDE SUPPLEMENTS OR AMENDMENTS THERETO OR ISSUES THEREOF, UNLESS OTHERWISE SPECIFIED HEREIN.

19. CANCELLATION OR MODIFICATION OF TENDER

THIS TENDER MAY BE CANCLED BY THE TRANSPORTATION SERVICE PROVIDER(S) BY SUPPLEMENT ON 60 OR 90 DAYS WRITTEN NOTICE. CANCELLATION WILL NOT APPLY TO SHIPMENTS MADE (TO INCLUDE SHIPMENTS BOOKED PRIOR TO PICKUP DATE) FROM ORIGINAL POINT OF SHIPMENT BEFORE EFFECTIVE DATE OF SUCH NOTICE AND EXCEPT AS TO ANY ACCRUED RIGHTS AND LIABILITIES OF EITHER PARTY HEREUNDER CANCELLATION MY BE ACCOMPLISHED UPON SHORTER NOTICE BY MUTUAL AGREEMENT OF THE PARTIES CONCERNED.

20. FILING WITH REGULATORY BODIES

TRANSPORTATION SERVICE PROVIDER(S) CERTIFIES (CERTIFY) THAT, WHERE REQUIRED, THE REQUISITE NUMBER OF COPIES OF THIS TENDER IS BEING FILED CONCURRENTLY WITH THE SURFACE TRANSPORTATION BOARD IN ACCORDANCE WITH SECTION 10721 OF THE COMMERCE ACT, OR WITH OTHER REGULATORY AGENCIES, AS APPROPRIATE.

21. ALTERNATIONS: VOLUME OF TRAFFIC

THIS TENDER WILL NOT APPLY WHERE CHARGES ACCRUING HEREIN EXCEED CHARGES OTHERWISE APPLICABLE FOR THE SAME SERVICE. RECEIPT OF THIS TENDER SHALL NOT BE CONSTRUED AS A GUARANTEE BY THE GOVERNMENT OF ANY PARTICULAR VOLUME OF TRAFFIC HEREIN DESCRIBED.

22. ALTERNATIONS: VOLUME OF TRAFFIC

SIGNATURE(S) OF PART(IES) REPRESENTING TRANSPORTATION SERVICE PROVIDER(S): BY OFFERING RATES FOR SERVICES TO THE UNITED STATES GOVERNMENT, THE UNDERSIGNED TRANSPORTATION SERVICE PROVIDER OFFICIAL CERTIFIES THE UNDERSTANDING AND CONTINUED COMPLIANCE WITH THE PREVIOUSLY EXECUTED CERTIFICATION OF INDEPENDENT PRICING, WHICH IS INCORPORATED HERETO BY REFERENCE. THE EXECUTED CERTIFICATION OF INDEPENDENT PRICING IS ON FILE IN THE TRANSPORTATION SERVICE PROVIDER'S QUALIFICATION FILE AS AN ATTACHMENT TO THE TRANSPORTATION SERVICE PROVIDER'S TENDER OF SERVICE.

ISSUING TRANSPORTATION SERVICE PROVIDER ABCD TRANSFER (ABCD)	PARTICIPATING TRANSPORTATION SERVICE PROVIDER	PARTICIPATING TRANSPORTATION SERVICE PROVIDER
BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT) SIGNATURE	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)
ADDRESS P.O. BOX 0000 ALEXANDRIA, VIRGINIA 00000	ADDRESS	ADDRESS

INSTRUCTIONS

A. GENERAL

THIS UNIFORM TENDER FORMAT IS DESIGNED TO PROMOTE SPEED AND ORDERLINESS IN THE HANDLING OF TENDERS. VARIANCE FROM ITS TERMS, SEQUENCE OR NUMBERING MAY RESULT IN DELAY IN THE PROCESSING OF TENDERS.

B. DISTRIBUTION REQUIREMENTS

EXCEPT AS OTHERWISE INSTRUCTED, RATE TENDERS AND SUPPLEMENTS WILL BE SUBMITTED VIA E-MAIL TO sddc.safb.ototenders@us.army.mil

APPENDIX 7B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

UNIFORM TENDER ONE-TIME-ONLY FORMAT

This appendix provides the exact information that must be contained in uniform tenders. Deviation is not permitted. The following data descriptions are keyed to the uniform tender illustration at Appendix A. Do not submit or reproduce and submit this illustration.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter OTO, commodity (HHG or UB), Code of Service, Name and SSN.
2	Tender Number	TSP assign a unique OTO tender number.
3	Origin	Enter origin city, state/country.
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Enter pickup date + 30 days.
6	Destination	Destination city/ state/country.
7	Effective Date	Enter "SDDC Acceptance."
8	TSP File Number	Optional transportation service provider use.
9	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s)	Enter the SFR in dollars and cents per net cwt for HHG or per gross CWT for UB, for Boats enter flat charge
12	Minimum Weight	Enter exactly "500 lbs. net" for HHG or "100 lbs. gross" for UB.
13-13b	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX 7C-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

ONE-TIME-ONLY MESSAGE REQUEST

FROM: PPSO

TO: CDRSDDC SCOTT AFB, IL//SDDC-PPP-PO//

SUBJ: REQUEST FOR ONE-TIME-ONLY PERSONAL PROPERTY SHIPMENT

1. MEMBERS NAME, RANK, SSN, MILITARY SERVICE.

2. CODE OF SERVICE.

3. ORIGIN (INCLUDE CITY, STATE/COUNTRY, GBLOC).

4. DESTINATION (INCLUDE CITY, STATE/COUNTRY, GBLOC).

5. PICKUP DATE.

6. REQUIRED DELIVERY DATE.

7. ESTIMATED WEIGHT IN NET POUNDS FOR HOUSEHOLD GOODS AND GROSS POUNDS FOR UNACCOMPANIED BAGGAGE.

8. DATE OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.

9. ROUTING FOR CODE 5/T SHIPMENTS.

10. LIST SUSPENDED CARRIERS.

11. REMARKS (INCLUDE INFORMATION, I.E., SHIPMENT PACKED AND CRATED, SHIPMENT IN NTS, USE OF SPECIFIC AGENTS AT ORIGIN OR ANY OTHER UNUSUAL CIRCUMSTANCES).

12. POINT OF CONTACT/TELEPHONE/E-MAIL/FAX NUMBER.

BOAT OTO MESSAGE REQUEST FORMAT

FROM: PPSO

TO: CDRSDDC SCOTT AFB, IL//SDDC-PPP-PO//

SUBJ: REQUEST FOR PERSONAL PROPERTY ONE-TIME-ONLY (OTO) WITH BOAT RATE

1. MEMBER'S NAME/RANK/SSN.

2. CODE OF SERVICE (4).

3. ORIGIN PPSO: INCLUDING GBLOC AND PICKUP POINT OF SHIPMENT IF OTHER THAN INSTALLATION. (HHG AND BOAT)

4. DESTINATION CITY, INSTALLATION, GBLOC, STATE/COUNTRY.

5. PICKUP DATE.

6. REQUIRED DELIVERY DATE.

7. ESTIMATED WEIGHT IN NET POUNDS FOR HHG.

8. ESTIMATED WEIGHT IN NET POUNDS FOR BOAT. BOAT REQUESTS MUST INCLUDE THE FOLLOWING: BOAT-LENGTH, WIDTH, HEIGHT, MOTOR-MAKE, SERIAL NUMBER, WEIGHT, WHETHER INBOARD OR OUTBOARD.

NOTE: WHEN BOAT IS MOVING WITH TRAILER, COMBINED DIMENSIONS ARE REQUIRED.

9. DATE BOAT OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.

10. LIST TRANSPORTATION SERVICE PROVIDERS IN NONUSE.

11. POINT OF CONTACT/TELEPHONE/E-MAIL/FAX NUMBER.

UNIFORM TENDER FOR BOAT OTO SHIPMENTS

This appendix provides exact information that must be contained in Uniform Tenders. Deviation is not permitted. The following data descriptions are keyed to the Uniform Tender illustration at Appendix A.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter OTO, commodity HHG and boat, Code of Service, Name and SSN.
2	Tender Number	Assign a unique tender number.
3	From	Enter shipment pickup point.
4	Issue Date	Enter date prepared by SP.
5	Expiration Date	Enter pickup date + 30 days.
6	To	Destination city, state/country.
7	Effective Date	Enter exactly "SDDC Acceptance."
8	File Number	Optional TSP use.
9	Issuing TSP	Enter full corporate name and Standard TSP Alpha Code (SCAC).
10	Certification	Do Not Alter.
11	Rate(s)	Enter the SFR in dollars and cents per net CWT for HHG and flat charge for boat.
12	Minimum Weight	Enter "500 lbs net" for HHG.
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authorities
16-21	Do Not Alter.	
22 and	Signature	Enter full corporate name and address. Enter title name of individual signing tender. Signature must be a company official whose signature is on file SDDC.

CHAPTER VIII - SOLICITATION FOR FRUSTRATED SHIPMENTS

Item 800 ***General***

These provisions will be used to solicit competitive OTO rates for personal property shipments, both HHG and UB, that become frustrated because of nonpayment of ocean charges.

Item 801 ***Ports***

Rates will be solicited for the following ports:

a. CONUS: Baltimore, Charleston, Houston, Jacksonville, Los Angeles (includes Long Beach), Miami, New Orleans, New York, Norfolk, San Francisco (includes Oakland), Savannah, Seattle, and Toledo.

b. OVERSEAS: Agana, Algeciras, Balboa, Bremerhaven, Cadiz, Catania, Cristobal, Felixstowe, Glasgow, Holy Loch, Honolulu, Inchon, Iraklion, Istanbul, Iskenderun, Izmir, La Maddalena, Leghorn, Naha, Naples, Pireaus, Pusan, Rota, Rotterdam, San Juan, Yokohama, Yokosuka.

Item 802 ***Rates - HHG***

Rates for HHG will be stated as a percentage of the transportation rates indicated in Chapter V. Percentage must include costs for any port handling fees, line haul from port to destination, and destination services other than SIT and associated costs. An amount equal to delivery from SIT will be in addition to the percentage stated to adjust destination costs. Percentage may be above, below, or equal to the rate provided. Percentages must be in whole numbers, i.e., 90, 100, 110, etc. Percentages stated as 95.5 percent will not be considered viable.

Item 803 ***Rates - UB***

Rates for UB will be stated as a percentage of the transportation rate stated in Chapter V. Percentages must include port handling costs, line haul from port to destination and destination, services normally associated with UB shipments. Unpacking, SIT, warehouse handling, and delivery out of SIT will not be included in your rate. No additional additives will apply to shipment of UB.

Item 804 ***Awards***

Separate awards for each port will be made on the basis of lowest percentage offered for each commodity. Tie bids will result in a drawing for award. Transportation Service Provider's credit standing with ocean Transportation Service Providers will be considered in the award process.

Item 805 ***Payment Responsibility***

Transportation Service Providers will be responsible for payment of ocean charges to either ocean Transportation Service Provider or Transportation Service Provider paying total ocean charges, as required. Bids will not include these costs. Transportation Service Provider will bill through CWA for their portion of the ocean charges as third party service supported by proper documentation. Transportation Service Providers will be responsible for payment of demurrage for the entire ocean container, if original Transportation Service Provider was responsible. Collection from other Transportation Service Providers will be the responsibility of the Transportation Service Provider. Transportation Service Providers are required to maintain records identifying all charges associated with demurrage and report same to SDDC-PPP-PO upon request. Transportation Service Providers will be required to obtain new weight tickets and will bill on the new weight. The weight of the original shipment will have no bearing on the new shipment.

Item 806 ***Return of Transportation Service Provider Equipment***

Transportation Service Providers will be responsible for notifying original Transportation Service Provider's agent that property (containers, etc.,) is available for pickup upon delivery of shipment.

Item 807 ***Reporting Operational Problems***

Transportation Service Providers must notify SDDC, ATTN: SDDC-PPP-PO, when any problems occur such as failure to obtain PPGBL from PPSO or failure to obtain release of shipment from ocean Transportation Service Provider.

Item 808 ***Standards***

Shipments are subject to all provisions and rules contained in this solicitation and the Tender of Service. Awards to Transportation Service Providers failing to provide timely movement of property will be terminated and the Transportation Service Providers will be removed from the OTO program unless failure is through no fault of the Transportation Service Provider.

Item 809 ***Announcement for Bids***

When it becomes necessary to obtain bids for the movement of frustrated shipments, SDDC, ATTN: SDDC-PPP-PO, will issue a message announcing the effective dates and name(s) of the involved Transportation Service Providers. The estimated volume of property to be moved will be provided in the announcement, if known. The deadline for submission of bids will also be contained in the message. See example of message at Appendix A.

Item 810 ***Submission of Bids***

Bids may be submitted for all ports for both HHG and UB or Transportation Service Providers may choose only those ports and commodity they desire to serve. Transportation Service Provider will submit bids by email to SDDC.SAFB.PPINTLRATE@US.ARMY.MIL in the following format:

CONUS PORTS	**HHG**	**UB**
Baltimore		
Charleston		
Houston		
Jacksonville		
Los Angeles (Includes Long Beach)		
Miami		
New Orleans		
New York		
Norfolk		
San Francisco (Includes Oakland)		
Savannah		
Seattle		
Toledo		

OVERSEAS PORTS	**HHG**	**UB**
Agana		
Algeciras		
Balboa		
Bremerhaven		
Cadiz		
Catania		
Cristobal		
Felixstowe		
Glasgow		
Holy Loch		
Honolulu		
Inchon		
Iraklion		
Iskenderun		
Istanbul		
Izmir		
La Maddalena		
Leghorn		
Naha		
Naples		
Piraeus		
Pusan		
Rota		
Rotterdam		
San Juan		
Yokohama		
Yokosuka		

Item 811 ***Uniform Tender of Rates and/or Charges for Transportation Service***

Transportation Service Providers will be notified when required to submit uniform tenders. Tenders will be requested from Transportation Service Providers establishing the two lowest rates. Should the rate setter default, the alternate Transportation Service Provider will be notified to start service immediately. Sample tenders are attached.

APPENDIX 8A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INTERNATIONAL UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

1. COMMODITY/CODE/NAME SSN HHG CODE 4 DOE, JOHN 000-00-0000	2. TENDER NO./SUPPLEMENT NO./CANCELLATION NO. (AS APPLICABLE) ABCD-022	
3. ORIGIN ALEXANDRIA, VIRGINIA	4. ISSUE DATE 01 OCTOBER 2001	5. EXPIRATION DATE 31 DECEMBER 2001
6. DESTINATION FRANKFURT, GERMANY	7. EFFECTIVE DATE SDDC ACCEPTANCE	8. TRANSPORTATION SERVICE PROVIDERFILE NUMBER (OPTIONAL) 0002
9. ISSUING TRANSPORTATION SERVICE PROVIDER ABCD TRANSFER		9b. SCAC ABCD

CERTIFICATION

I AM/(WE ARE) AUTHORIZED TO AND DO HEREBY OFFER ON A CONTINUING BASIS TO THE UNITED STATES GOVERNMENT, HEREINAFTER CALLED THE GOVERNMENT, PURSUANT TO SECTION 10721 OF THE INTERSTATE COMMERCE ACT OR OTHER APPROPRIATE AUTHORITY, THE TRANSPORTATION SERVICES HEREIN DESCRIBED, SUBJECT TO THE TERMS AND CONDITIONS HEREIN STATE. THE PROPERTY TO WHICH RATES HEREIN APPLY MUST BE SHIPPED BY OR FOR THE GOVERNMENT ON (1) GOVERNMENT BILLS OF LADING, (2) COMMERCIAL BILLS OF LADING ENDORSED TO SHOW THAT SUCH BILLS OF LADING ARE TO BE EXCHANGED FOR GOVERNMENT BILLS OF LADING AT DESTINATION, OR (3) COMMERCIAL BILLS OF LADING ENDORSED WITH THE FOLLOWING LEGEND: "TRANSPORTATION HEREUNDER IS FOR THE GOVERNMENT AND THE ACTUAL TRANSPORTATION COST PAID TO THE TRANSPORTATION SERVICE PROVIDER(S) BY THE SHIPPER OR RECEIVER IS TO BE REIMBURSED BY THE GOVERNMENT."

11. RATE(S) OR CHARGE	12. MINIMUM WEIGHTS	13A. ROUTE(S)
$50.00	500	
		13b. FOREIGN FLAG CERTIFICATION FROM: TO: AUTHORIZATION NO:

14. ACCESSORIAL SERVICES

ANY ADDITIONAL SERVICES WILL BE FURNISHED BY THE TRANSPORTATION SERVICE PROVIDERON REQUEST OF THE SHIPPER AT THE RATES OR CHARGES SPECIFIED IN THE APPLICABLE SOLICITATION AND WILL BE IN ADDITION TO THE RATES OR CHARGES SHOWN IN ITEMS 11 AND 12. SUCH REQUESTS MUST BE SHOWN ON THE BILL OF LADING OR DD FORM 619 AND CERTIFIED BY THE PERSON REQUESTING SAME.

[FOR SDDC USE ONLY]

15. LAWFUL PERFORMANCE: OPERATING AUTHORITIES

IN MAKING THIS TENDER, THE TRANSPORTATION SERVICE PROVIDER(S) REPRESENT(S) TO THE GOVERNMENT THAT THE SERVICES WILL BE PERFORMED IN ACCORDANCE WITH APPLICABLE, FEDERAL, STATE, AND MUNICIPAL LAWS AND REGULATIONS AND THAT THE TRANSPORTATION SERVICE PROVIDER(S) POSSESS(ES) THE REQUIRED OPERATING AUTHORITY TO TRANSPORT THE COMMODITY FROM, TO, OR BETWEEN THE PLACES HEREIN SET FORTH, AS EMBRACED IN THE FOLLOWING DOCKETS, PERMITS, OR TEMPORARY OPERATING AUTHORITIES.

16. CHARGES AND ALLOWANCES

EXCEPT AS OTHERWISE PROVIDED HEREIN, SHIPMENTS MADE UNDER THE PROVISIONS OF THIS TENDER ARE ENTITLED TO SUCH ADDITIONAL SERVICES AND PRIVILEGES AS ARE PROVIDED IN THE INTERNATIONAL RATE SOLICITATION, SUJECT TO THE CHARGES, ALLOWANCES, AND RULES APPLICABLE TO SUCH SERVICES.

17. PAYMENT

THE TRANSPORTATION SERVICE PROVIDER SHALL BILL THE GOVERNMENT ON STANDARD FORM 1113, APPROPRIATELY SUPPORTED, AND SHALL SUBMIT SAID BILL TO THE PAYING OFFICE SHOWN ON THE GOVERNMENT BILL OF LANDING.

18. REFERENCES

WHERE REFERENCE IS MADE IN THESE TENDER OR THE INTERNATIONAL RATE SOLICITATION, SUCH REFERENCE SHALL BE DEEMED TO DEEMED TO INCLUDE SUPPLEMENTS OR AMENDMENTS THERETO OR ISSUES THEREOF, UNLESS OTHERWISE SPECIFIED HEREIN.

19. CANCELLATION OR MODIFICATION OF TENDER

THIS TENDER MAY BE CANCLED BY THE TRANSPORTATION SERVICE PROVIDER(S) BY SUPPLEMENT ON 60 OR 90 DAYS WRITTEN NOTICE. CANCELLATION WILL NOT APPLY TO SHIPMENTS MADE (TO INCLUDE SHIPMENTS BOOKED PRIOR TO PICKUP DATE) FROM ORIGINAL POINT OF SHIPMENT BEFORE EFFECTIVE DATE OF SUCH NOTICE AND EXCEPT AS TO ANY ACCRUED RIGHTS AND LIABILITIES OF EITHER PARTY HEREUNDER CANCELLATION MY BE ACCOMPLISHED UPON SHORTER NOTICE BY MUTUAL AGREEMENT OF THE PARTIES CONCERNED.

20. FILING WITH REGULATORY BODIES

TRANSPORTATION SERVICE PROVIDER(S) CERTIFIES (CERTIFY) THAT, WHERE REQUIRED, THE REQUISITE NUMBER OF COPIES OF THIS TENDER IS BEING FILED CONCURRENTLY WITH THE SURFACE TRANSPORTATION BOARD IN ACCORDANCE WITH SECTION 10721 OF THE COMMERCE ACT, OR WITH OTHER REGULATORY AGENCIES, AS APPROPRIATE.

21. ALTERNATIONS: VOLUME OF TRAFFIC

THIS TENDER WILL NOT APPLY WHERE CHARGES ACCRUING HEREIN EXCEED CHARGES OTHERWISE APPLICABLE FOR THE SAME SERVICE. RECEIPT OF THIS TENDER SHALL NOT BE CONSTRUED AS A GUARANTEE BY THE GOVERNMENT OF ANY PARTICULAR VOLUME OF TRAFFIC HEREIN DESCRIBED.

22. ALTERNATIONS: VOLUME OF TRAFFIC

SIGNATURE(S) OF PART(IES) REPRESENTING TRANSPORTATION SERVICE PROVIDER(S): BY OFFERING RATES FOR SERVICES TO THE UNITED STATES GOVERNMENT, THE UNDERSIGNED TRANSPORTATION SERVICE PROVIDEROFFICIAL CERTIFIES THE UNDERSTANDING AND CONTINUED COMPLIANCE WITH THE PREVIOUSLY EXECUTED CERTIFICATION OF INDEPENDENT PRICING, WHICH IS INCORPORATED HERETO BY REFERENCE. THE EXECUTED CERTIFICATION OF INDEPENDENT PRICING IS ON FILE IN THE TRANSPORTATION SERVICE PROVIDER'S QUALIFICATION FILE AS AN ATTACHMENT TO THE TRANSPORTATION SERVICE PROVIDER'S TENDER OF SERVICE.

ISSUING TRANSPORTATION SERVICE PROVIDER ABCD TRANSFER (ABCD)	PARTICIPATING TRANSORTATION SERVICE PROVIDER	PARTICIPATING TRANSPORTATION SERVICE PROVIDER
BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT) SIGNATURE	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)
ADDRESS P.O. BOX 0000 ALEXANDRIA, VIRGINIA 00000	ADDRESS	ADDRESS

INSTRUCTIONS

A. GENERAL

THIS UNIFORM TENDER FORMAT IS DESIGNED TO PROMOTE SPEED AND ORDERLINESS IN THE HANDLING OF TENDERS. VARIANCE FROM ITS TERMS, SEQUENCE OR NUMBERING MAY RESULT IN DELAY IN THE PROCESSING OF TENDERS.

B. DISTRIBUTION REQUIREMENTS

EXCEPT AS OTHERWISE INSTRUCTED, RATE TENDERS AND SUPPLEMENTS WILL BE SUBMITTED VIA E-MAIL TO SDDC.SAFB.OTOTENDERS@US.ARMY.MIL.

UNIFORM TENDER FOR FRUSTRATED OTO SHIPMENTS

This appendix provides the exact information that must be contained in uniform tenders. Deviation is not permitted. The following data descriptions are keyed to the uniform tender illustration at Appendix A. Do not submit or reproduce and submit this illustration.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter OTO, commodity (HHG or UB), Code of Service, Name and SSN.
2	Tender Number	Assign a unique OTO tender number.
3	Origin	Enter origin city, state/country.
4	Issue Date	Enter date prepared by Transportation Service Provider.
5	Expiration Date	Enter pickup date + 30 days.
6	Destination	Enter destination city, state/country.
7	Effective Date	Enter "SDCC Acceptance."
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter the SFR in dollars and cents per net CWT for HHG or per gross CWT for UB.
12	Minimum Weight	Enter exactly "500 lbs. net," for HHG, or "100 lbs. gross," for UB.
13-13b	Route(s)	Enter "This is a frustrated shipment."
14	Accessorial Services	Do not alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do not alter.	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

FRUSTRATED SHIPMENT MESSAGE FORMAT

The following message format will be utilized by SDDC to solicit rates for frustrated shipments.

FROM: CDRSDDC SCOTT AFB IL//SDDC-PPP-PO//

TO: ALL ITGBL DOD APPROVED TRANSPORTATION SERVICE PROVIDERS

SUBJ: SOLICITATION FOR RATES FOR FRUSTRATED SHIPMENTS AT PORTS

A. SDDC ITGBL RATE SOLICITATION

1. IN ACCORDANCE WITH AND SUBJECT TO THE TERMS, CONDITIONS, AND PROCEDURES IN REF A, AN OFFER FOR SERVICE FROM OCEAN PORTS IS SOLICITED TO MOVE PROPERTY FRUSTRATED BY THE NONUSE _____.

2. THE EFFECTIVE DATE OF THIS SOLICITATION IS FROM _____ THROUGH _____. TENDERS SHOULD BE PREPARED ACCORDINGLY.

3. RATES WILL BE STATED AS PERCENTAGE OF THE APPLICABLE LINE HAUL RATES CONTAINED IN CHAPTER V OF REF A. TRANSPORTATION SERVICE PROVIDERS MAY SUBMIT RATES FOR ONE OR MORE PORTS AS DESIRED.

4. OFFERS MUST BE RECEIVED AT SDDC, VIA E-MAIL AT SDDC.SAFB.PPINTLRATE@US.ARMY.MIL BY 2:00 P.M..

THIS CHAPTER RESERVED FOR FUTURE USE

CHAPTER X - SPECIAL SOLICITATION

Item 1000 ***Standards***

a. Transportation Service Provider will abide by provisions of the Tender of Service and the International Personal Property Rate Solicitation. Special Solicitation shipments are considered international shipments and are subject to the rules, regulations, and provisions of this solicitation. Accessorial services will be governed by rates and charges contained in this solicitation. Transportation Service Providers failing to meet service standards may be removed from participation.

b. **Rates will be reviewed for consistency with other rates submitted for the same rate area as well as adjacent rate areas. Suspect rates will be reviewed by SDDC on a case-by-case basis. Transportation Service Providers may be required to provide the rate construction breakdown of the suspect rate(s), in accordance with Item 326.** Carriers must submit a minimum bid submission of $35.00 for all channels under the special solicitation. If the rate(s) is deemed to be non-compensatory, it will be rejected without further opportunity for the Transportation Service Provider to correct or re-file rates. As rates are awarded based on an aggregate total for each rate area, removal of a rate(s) will be cause for rejection of all rates to and/or from the affected rate area.

c. Special solicitation rates filed for Canada may not exceed 250 percent of the baseline rate. Rates received in excess of 250 percent will be rejected

Item 1001 ***Estimated Tonnages***

Estimated tonnages are based on historical records. Tonnages will not be construed as a guarantee by the Government of any volume of traffic.

Item 1002 ***Firm Charges***

Rates and charges tendered herein are firm for the term of the tender (6 months) and may not be changed. See paragraph 1007 for cancellation.

Item 1003 ***General***

These procedures solicit competitive rates for the following areas.

a. UB shipments from US25 under JPPSOWA, Ft. Belvoir, Virginia's area of responsibility to American Embassies:

(1) Code 8 rates for UB shipments from US25 under JPPSOWA, Ft. Belvoir Virginia area of responsibility to specified American Embassies.

(2) Shipments will be controlled by Joint Personal Property Shipping Office, Fort Belvoir, Virginia.

(3) Transportation Service Providers will provide destination services unless otherwise directed by the responsible American Embassy at destination.

b. HHG and/or UB shipments from Egypt to CONUS:

(1) Code T rates for HHG shipments moving between CONUS and Egypt, and Code 8 shipments from Egypt to CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

(3) Domestic AMC Terminal - McGuire

c. HHG and UB shipments to/from South and Central America:

(1) Code T, and 4 HHG and Code 8 UB shipments from/to South and Central American countries and CONUS rate areas. **NOTE: Due to the use of commercial narrow-body aircraft, external shipping containers for Code T shipments moving to/from South and Central America in accordance with PPP-B-601, style A or B, are required, not to exceed 60 inches in height. In accordance with Item 508, special packing arrangements will be authorized by the PPSO for oversize items which will not fit into the restricted height container.**

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

(3) Rates for Dominican Republic and Nicaragua and Panama are solicited under the OTO program.

(4) Transportation Service Providers will submit bids based upon the use of agents listed in Appendix H. Agents requesting approval should address their request to the Personal Property Office, Naval Station, Roosevelt Roads, Puerto Rico.

(5) Domestic AMC Terminal - Charleston

d. HHG and/or UB shipments from Thailand to CONUS:

(1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments originating in Thailand and moving to CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

e. HHG and/or UB shipments to/from CONUS and Singapore.

(1) Code 4 for HHG shipments and Code 8 rates for UB shipments to/from Singapore and CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

f. HHG to/from CONUS and Canada.

(1) Codes 1 and 2 rates for HHG shipments to/from provinces and territories in Canada (including (Newfoundland (Code 2 only)) and CONUS rate areas. Transportation Service Providers will submit bids stated as a percentage of the baseline rates table provided at Appendix X to this chapter.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

g. UB Shipments to/from Kuwait:

(1) Code 8 rates for UB shipments to/from Kuwait and CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

h. HHG and/or UB shipments to/from CONUS and Greece:

(1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments to/from Greece and CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

i. UB to/from Qatar:

(1) Code 8 rates for UB shipments to/from Qatar and CONUS rate areas

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station

j. UB to/from Saudi Arabia: (USMTM shipments does not apply to shipments inbound/outbound to/from Embassy(s)/Consulate(s))

(1) Code 8 rates for UB shipments to/from Riyadh, Saudi Arabia and CONUS rate areas

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

Item 1004 ***Tender Submissions***

a. Transportation Service Providers must submit bids for each rate area listed. Failure to provide a rate for each area listed will be considered nonresponsive; therefore, tender will be rejected. Instructions for rate submission are provided in Appendix 10G.

b. Submission of Special Solicitation rates must be accomplished in accordance with the tender provided in Appendix W. Reproduction of blank tender is authorized. Failures to comply with instructions contained in the applicable appendices and submit the tender by the I/F deadline will render the Transportation Service Provider's rate submissions nonresponsive. Transportation Service Providers must retain separate tenders for each code of service in corporate office files.

c. When requested, a uniform tender shall be prepared using the electronic form located in our website. The uniform tender format is designed to promote speed and orderliness in the handling of tenders. Variance from its terms, sequence, or numbering may result in the delay in the processing of tenders. Except as otherwise instructed, completed rate tenders and supplements must be sent via e-mail to: sddc.safb.ppintlrate@us.army.mil.

d. When a Transportation Service Provider submits automated rate filing, the Transportation Service Provider is offering its rates for transportation services to the United States Government for the indicated rate cycle under the International Rate Solicitation or Special solicitation. The Transportation Service Provider certifies that it understands and has complied with the previously executed certification of independent pricing and International Uniform Tender of Rates and/or Charges for transportation services as shown in Appendix A of the International Rate Solicitation. The Transportation Service Provider will maintain a copy of its Uniform Tender of Rates and/or Charges for Transportation Services, which will remain on file at the corporate office cross-referenced by the Carrier SCAC. The Transportation Service Provider agrees to provide a copy of the Uniform tender for a respective rate channel, when requested by SDDC/GSA or any other federal agents. In electronic format that can be e-mailed to the appropriate agencies, by submitting rates the Transportation Service Provider agrees to abide by the rules applicable to the International Rate Solicitation and its Tender of Service on file at SDDC.

Item 1005 ***Awards***

a. SDDC, SDDC-PPP-PO, will evaluate rates based on the total aggregate price of services to and/or from Special Solicitation rate areas. SDDC will select, at it's discretion, up to twenty CONUS rate areas that will be disregarded for the purpose of determining the low rate Transportation Service Provider for each special solicitation area. For areas where rates are only solicited for one direction (i.e., Thailand to CONUS), the Transportation Service Provider submitting the lowest overall rate for that area will be awarded the traffic. For areas where rates are solicited for both directions (i.e., to/from CONUS and Greece), rates will be awarded based on the total aggregate of the rates submitted for both directions for each specified code of service.

b. The controlling PPSO will offer all tonnage to the Transportation Service Provider ranked first (primary).

c. Refusals to handle shipments will be handled in accordance with the Tender of Service and DOD 4500.9-R, DTR.

d. Transportation Service Providers with first, second, or third place ranking are required to submit to SDDC, at the end of the rate cycle, the total number of shipments, total weight of shipments, and the origin and destination of shipments moved during that cycle.

Item 1006 ***Agents***

TSPs must submit bids based upon the use of currently known and actively approved agents provided in Ch X, APPENDIX 10H-1. TSP's are responsible for validating selected agent(s) is/are DoS approved for access to applicable DoD/DoS installations and off-sites prior to filing rates. Failure to select and report an approved DoD/DoS agent will cause your tender to be non-responsive and lead to removal from that Special Solicitation by HQ SDDC. The name and point of contact of your agent in overseas areas must be submitted IAW the ITGBL Rate Filing Schedule deadline dates for all Special Solicitation Channels accepted. Accepted TSPs may change their agent(s) as long as the selected agent is DoD/DoS approved and the TSP's SFR does not change. SDDC reserves the right to change and/or update the DoS recommended agent listing based on DoD/DoS input within a specific rate cycle. In the event DoD/DoS places a known agent in "non-use status", TSPs will be afforded 45 days to negotiate and acquire a DoD/DoS approved replacement agent as stated above. During that time the affected TSP(s) will not be ranked for bookings and PPSOs will use the subsequently ranked TSP IAW with applicable Special Solicitation channel and ranking. Failure to meet the 45 day agent replacement timeline will be grounds for removal from the affected Special Solicitation for the remainder of the peak/non-peak period.

Item 1007 ***Cancellation***

Transportation Service Providers may cancel tenders by submission of a supplemental tender in accordance with cancellation dates for corresponding cycle cancellation dates identified within the active rate schedule and IAW Chapter XIX, Item 1910. PPSOs will be notified.

Item 1008 Participation and Performance

Participation in these RFQs is strictly voluntary. Because each Special Solicitation grouping is a winner takes all based on the TSP with the lowest overall SFR for the aggregate of all channels in the solicitation, TSPs may NOT refuse shipments on any channels that comprise the Special Solicitation once selected the winner. If a TSP refuses shipments for a Special Solicitation channel SDDC may nonuse them from any or all channels that comprise the Special Solicitation for a minimum of 30 days.

APPENDIX 10A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of UB from US25 under JPPSOWA Ft. Belvoir's area of responsibility to specified American Embassies. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	VA under JPPSOWA Ft. Belvoir AOR.
4	Issue Date	Enter date prepared by Transportation Service Provider.
5	Expiration Date	Last day of rate cycle.
6	Destination	American Embassies.
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC.)
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter rates, in dollars/cents per gross hundredweight and identify the applicable Solicitation.
12	Minimum Weight	Enter "100 lbs. gross."
13-13b	Routing	Optional TSP. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX 10B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES
FOR TRANSPORTATION SERVICES

FROM: Virginia under BGAC AOR Tender No._____

TO: RATE

AFRICA SOUTH, PRETORIA (TQDK)

ALGERIA, ALGIERS (TFDK)

ARGENTINA, BUENOS AIRES (ZADK)

AUSTRIA, VIENNA (VHDK)

BAHAMAS. NASSAU (OADK)

BANGLADESCH, DHAKA (SAAC)

BARBADOS, BRIDGETOWN (OVDK)

BOLIVIA, LA PAZ (ZBDK)

BRAZIL, BRAZILIA (ZCDK)

BRAZIL, RIO DE JANEIRO

BULGARIA, SOFIA (UJDK)

CAMEROON, YAOUNDE (IDDK)

CANADA, OTTAWA (NJDK)

CHINA, BEIJING (QBDK)

COLOMBIA, BOGOTA (ZFDK)

CONGO, BRAZAVILLE (IADK)

CôTE d'IVOIRE, ABIDJAN (THDK)

CROATIA, ZAGREB

CYPRUS, NICOSIA (UWDK)

CZECH REPUBLIC, PRAGUE (VMBK)

APPENDIX 10B-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TO:	RATE
DENMARK, COPENHAGEN (VEDK	
DOMINICAN REPUBLIC, SANTO DOMINGO (OLDK)	
ECUADOR, QUITO (ZGDK)	
EGYPT, CAIRO (TNDK)	
EL SALVADOR, SAN SALVADOR (OMDK)	
ETHIOPIA, ADDIS ABABA (TADK)	
FINLAND, HELSINKI (VNDK)	
FRANCE, PARIS (VGDK)	
GABON, LIBREVILLE, (TYDK)	
GHANA, ACCRA (TPDK)	
GREECE	
GRENADA	
GUATEMALA, GUATEMALA CITY (ONDK)	
HAITI, PORT AU PRINCE (OWDK)	
HONDURAS, TEGUCIGALPA (OODK)	
HONG KONG (SJDK)	
HUNGARY, BUDAPEST (VODK)	
INDIA, NEW DELHI (SBDK)	
INDONESIA, JAKARTA (RCDK)	
IRELAND, DUBLIN (YTDK)	
ISRAEL, TEL AVIV (SHDK)	
JAMAICA, KINGSTON (OXDK)	

APPENDIX 10B-3

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TO:	RATE
JORDAN, AMMAN (SQDK)	
KAZAKHSTAN, ASTANA	
KENYA, NAIROBI (TMDK)	
KUWAIT, KUWAIT (SLDK)	
LEBANON, BEIRUT (SRDK)	
LIBERIA, MONROVIA (TCDK)	
LUXEMBOURG (VQDK)	
MADAGASCAR, ANTANANRIVO (TLDK)	
MALAYSIA, KUALA LUMPUR (RDDK)	
MALI, BAMAKO (TDDK)	
MAURITIUS, PORT LOUIS (RRDK)	
MEXICO, MEXICO CITY (OYDK)	
MOROCCO, RABAT (TEDK)	
MYANMAR, RANGOON (SIDK)	
NEPAL, KATHMANDU (SKDK)	
NEW ZEALAND, CHRISTCHURCH (RENC)	
NICARAGUA, MANAGUA (OPDK)	
NIGER, NIAMEY (TIDK)	
NIGERIA, LAGOS (TJDK)	
OMAN, MUSCAT (JXDK)	
PAKISTAN, ISLAMABAD (SEDK)	
PAKISTAN, KARACHI	

APPENDIX 10B-4

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TO:	RATE
PARAGUAY, ASUNCION (ZHDK)	
PERU, LIMA (ZIDK)	
PHILIPPINES, MANILA	
POLAND, WARSAW (VDDK)	
REPUBLIC OF THE CONGO, KINSHASA (TVDK)	
ROMANIA, BUCHAREST (VPDK)	
RUSSIA, MOSCOW (STDK)	
RUSSIA, ST. PETERSBURG	
RUSSIA, VLADIVOSTOK	
SENEGAL, DAKAR (TSDK)	
SINGAPORE, REPUBLIC OF (RIDK)	
SOMALIA, MOGADISCIO (IBDK)	
SOUTH AFRICA, CAPETOWN	
SRI LANKA, COLOMBO (SPDK)	
SUDAN, KHARTOUM (TWDK)	
SWEDEN, STOCKHOLM (VKAK)	
SWITZERLAND, BERN (VLDK)	
SWITZERLAND, GENEVA	
SYRIA, DAMASCUS (SMDK)	
TANZANIA, DAR ES SALAAM (TZDK)	
THAILAND, BANGKOK (RHDK)	
TRINIDAD, PORT OF SPAIN	
TUNISIA, TUNIS (TUDK)	

APPENDIX 10B-5

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TO:	RATE
UGANDA, KAMPALA	
UKRAINE, KIEV	
UNITED ARAB EMIRATES, ABU DHABI (TBDK)	
URUGUAY, MONTEVIDEO (ZJDK)	
VENEZUELA, CARACAS (AKDK)	
VIETNAM, HANOI	
YEMEN, RAB REPUBLIC, SANA (SNDK)	
YUGOSLAVIA, BELGRADE (UKOK)	
ZAMBIA, LUSAKA (TXDK)	
ZIMBABWE, HARARE (IGDK)	

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of HHG to/from Egypt, and UB from Egypt to CONUS. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Household Goods (Code T), and/or Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Egypt.
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	CONUS Rate Areas.
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter rates, in dollars/cents per net hundredweight, and identify the applicable Solicitation. You may enter rates for both Code T and Code 8 or only one commodity.
12	Minimum Weight	Enter "500 lbs. net" for Code T, and "100 lbs. gross" for Code 8.
13-13b	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do not alter.	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX 10D-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES
FOR TRANSPORTATION SERVICES

TO/FROM: EGYPT for HHG (CT)
FROM: EGYPT for UB (C8)

Tender No.

RATE AREA	TO/FROM CODE T	FROM CODE 8
US11 (Maine)		
US12 (New Hampshire		
US13 (Vermont)		
US14 (Massachusetts)		
US15 (Rhode Island)		
US16 (Connecticut)		
US17 (New York)		
US19 (New Jersey)		
US20 (Pennsylvania)		
US22 (Delaware)		
US23 (Maryland)		
US24 (District of Columbia)		
US25 (Virginia)		
US27 (West Virginia)		
US28 (Kentucky)		
US30 (Michigan)		
US32 (Wisconsin)		
US34 (Ohio)		
US35 (Indiana)		
US38 (Illinois)		
US40 (North Carolina)		
US42 (Tennessee)		
US44 (South Carolina)		
US45 (Georgia)		
US47 (Alabama)		
US48 (Mississippi)		
US49 (Florida-North)		
US496 (Florida-South)		
US50 (Minnesota)		
US51 (North Dakota)		
US52 (South Dakota)		
US53 (Iowa)		
US55 (Nebraska)		
US56 (Missouri)		
US58 (Kansas)		

APPENDIX 10D-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA	CODE T	CODE 8
US60 (Arkansas)		
US62 (Oklahoma)		
US64 (Louisiana)		
US66 (Texas - North)		
US68 (Texas - South)		
US70 (Montana)		
US72 (Wyoming)		
US74 (Colorado)		
US76 (Utah)		
US77 (New Mexico)		
US79 (Arizona)		
US83 (Idaho)		
US84 (Washington)		
US85 (Oregon)		
US86 (Nevada)		
US87 (California - North)		
US88 (California - South)		

APPENDIX 10E-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for the movement of HHG to/from CONUS and South American countries. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Household Goods (Code T, and 4). and Unaccompanied Baggage (Code 8)
2	Tender Number	Assigned unique six-position tender number.
3	Origin	Enter where shipments are originating (South America or CONUS rate areas).
4	Issue Date	Enter date tender is prepared.
5	Expiration Date	Last day of rate cycle
6	Destination	Enter destination of shipments (South America or CONUS rate areas).
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter rates, in dollars/cents, per net hundredweight and identify the applicable Solicitation.
12	Minimum Weight	Enter "500 lbs. net" for Code T and 4 and "100 lbs. gross" for Code 8.
13-13b	Routing	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do not alter.	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX 10F-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CODE T
CONUS AND LATIN AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Chile	Costa Rica	Ecuador
US11 (ME)					
US12 (NH)					
US13 (VT)					
US14 (MA)					
US15 (RI)					
US16 (CT)					
US17 (NY)					
US19 (NJ)					
US20 (PA)					
US22 (DE)					
US23 (MD)					
US24 (DC)					
US25 (VA)					
US27 (WV)					
US28 (KY)					
US30 (MI)					
US32 (WI)					

APPENDIX 10F-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	Argentina	Bolivia	Chile	Costa Rica	Ecuador
US34 (OH)					
US36 (IN)					
US38 (IL)					
US40 (NC)					
US42 (TN)					
US44 (NC)					
US45 (GA)					
US47 (AL)					
US48 (MS)					
US49 (FL-N)					
US496 (FL-S)					
US50 (MN)					
US51 (ND)					
US52 (SD)					
US53 (IA)					
US55 (NE)					
US56 (MO)					
US58 (KS)					
US60 (AR)					

APPENDIX 10F-3

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	Argentina	Bolivia	Chile	Costa Rica	Ecuador
US62 (OK)					
US64 (LA)					
US66 (TX-N)					
US68 (TX-S)					
US70 (MT)					
US72 (WY)					
US74 (CO)					
US76 (UT)					
US77 (NM)					
US79 (AR)					
US83 (ID)					
US84 (WA)					
US85 (OR)					
US86 (NV)					
US87 (CA-N)					
US88 (CA-S)					

APPENDIX 10F-4

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CONUS AND LATIN AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Honduras	Paraguay	Peru	Uruguay	Venezuela
US11 (ME)						
US12 (NH)						
US13 (VT)						
US14 (MA)						
US15 (RI)						
US16 (CT)						
US17 (NY)						
US19 (NJ)						
US20 (PA)						
US22 (DE)						
US23 (MD)						
US24 (DC)						
US25 (VA)						
US27 (WV)						
US28 (KY)						
US30 (MI)						
US32 (WI)						

APPENDIX 10F-5

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	El Salvador	Honduras	Paraguay	Peru	Uruguay	Venezuela
US34 (OH)						
US36 (IN)						
US38 (IL)						
US40 (NC)						
US42 (TN)						
US44 (SC)						
US45 (GA)						
US47 (AL)						
US48 (MS)						
US49 (FL-N)						
US496 (FL-S)						
US50 (MN)						
US51 (ND)						
US52 (SD)						
US53 (MA)						
US55 (NE)						
US56 (MO)						
US58 (KS)						
US60 (AR)						

APPENDIX 10F-6

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	El Salvador	Honduras	Paraguay	Peru	Uruguay	Venezuela
US62 (OK)						
US64 (LA)						
US66 (TX-N)						
US68 (TX-S)						
US70 (MT)						
US72 (WY)						
US74 (CO)						
US76 (UT)						
US77 (NM)						
US79 (AR)						
US83 (ID)						
US84 (WA)						
US85 (OR)						
US86 (NV)						
US87 (CA-N)						
US88 (CA-S)						

APPENDIX 10F-7

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CODE 4
CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador	Guatemala
US11 (ME)								
US12 (NH)								
US13 (VT)								
US14 (MA)								
US15 (RI)								
US16 (CT)								
US17 (NY)								
US19 (NJ)								
US20 (PA)								
US22 (DE)								
US23 (MD)								
US24 (DC)								
US25 (VA)								
US27 (WV)								
US28 (KY)								
US30 (MI)								
US32 (WI)								

APPENDIX 10F-8

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador	Guatemala
US34 (OH)								
US36 (IN)								
US38 (IL)								
US40 (NC)								
US42 (TN)								
US44 (NC)								
US45 (GA)								
US47 (AL)								
US48 (MS)								
US49 (FL-N)								
US496 (FL-S)								
US50 (MN)								
US51 (ND)								
US52 (SD)								
US53 (IA)								
US55 (NE)								
US56 (MO)								
US58 (KS)								
US60 (AR)								

APPENDIX 10F-9

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador	Guatemala
US62 (OK)								
US64 (LA)								
US66 (TX-N)								
US68 (TX-S)								
US70 (MT)								
US72 (WY)								
US74 (CO)								
US76 (UT)								
US77 (NM)								
US79 (AR)								
US83 (ID)								
US84 (WA)								
US85 (OR)								
US86 (NV)								
US87 (CA-N)								
US88 (CA-S)								

APPENDIX 10F-10

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

CONUS AND LATIN AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Paraguay	Peru	Uruguay
US11 (ME)				
US12 (NH)				
US13 (VT)				
US14 (MA)				
US15 (RI)				
US16 (CT)				
US17 (NY)				
US19 (NJ)				
US20 (PA)				
US22 (DE)				
US23 (MD)				
US24 (DC)				
US25 (VA)				
US27 (WV)				
US28 (KY)				
US30 (MI)				
US32 (WI)				

APPENDIX 10F-11

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	El Salvador	Paraguay	Peru	Uruguay
US34 (OH)				
US36 (IN)				
US38 (IL)				
US40 (NC)				
US42 (TN)				
US44 (SC)				
US45 (GA)				
US47 (AL)				
US48 (MS)				
US49 (FL-N)				
US496 (FL-S)				
US50 (MN)				
US51 (ND)				
US52 (SD)				
US53 (MA)				
US55 (NE)				
US56 (MO)				
US58 (KS)				
US60 (AR)				

APPENDIX 10F-12

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	El Salvador	Paraguay	Peru	Uruguay
US62 (OK)				
US64 (LA)				
US66 (TX-N)				
US68 (TX-S)				
US70 (MT)				
US72 (WY)				
US74 (CO)				
US76 (UT)				
US77 (NM)				
US79 (AR)				
US83 (ID)				
US84 (WA)				
US85 (OR)				
US86 (NV)				
US87 (CA-N)				
US88 (CA-S)				

APPENDIX 10F-13

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

CODE 8
CONUS AND LATIN AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

APPENDIX 10F-14

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (NC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (IA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX 10F-15

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

APPENDIX 10F-16

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CONUS AND LATIN AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

APPENDIX 10F-17

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (SC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (MA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX 10F-18

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

APPENDIX 10G-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

FILING INSTRUCTIONS FOR SUBMISSION OF SPECIAL SOLICITATION RATES

The special solicitation Transportation Service Provider user guide is available on SDDC's ETA website at www.sddc.army.mil.

LIST OF CURRENTLY KNOWN DoD/DoS AGENTS

COUNTRY	AGENT NAME	PHONE & FAX NUMBER
EGYPT:	AGS Email: manager@asgegypt.com	(02) 02 2411 5533 -
	Allied Pickfords Company – Egypt Email: george@alliedpickfords-eg.com	202-35390 831/2
	- Four Winds International Email: fw@fourwinds-eg.com or info@fourwinds-eg.com	(02) 02 23580113/3583608
	- Crown Relocations Company Email: nrockingham@crownrelo.com	202 2 7042297 / 98
	- DHL Global Forwarding Email: amani.habashy@dhl.com or ossama.alfi@dhl.com	(02) 2417 2040
	- Seabird Services International Email: info@seabird.com.eg	(02) 02 26218911
	- United Trans Company Email: trans@grpunited.net	202 2460 33 70
CANADA:	- Tippett Richardson Email: robm@tippet-richardson.com	(403) 299-9721
	- AMJ Campbell Email: DJasper@AMJCampbell.com	(403) 204-6253
	- Williams Freight Forwarders (403) Email: janderson@thewmsgroup.com	295-5525
SINGAPORE:	- Santa Fe Relocation Services (S) Pte. Ltd. Email: janet.bg@santafe.com.sg	65 6398-8588 -
	- AGS Four Winds International Relocation Pte. Ltd. Email: yannick.lothou@agsfourwinds.com	065 6777 1166 -
	- Unigroup Worldwide UTS Singapore Email: Yvonne_tay@unigroupworldwide.com Nita_ng@unigroupworldwide.com	65-6266-5525 - -
	- Asian Tigers K.C. Dat (S) Pte Ltd. Email: patrick.goh@asiantigers-singapore.com	065 6261-8116 -
	The Family Mover(s) Pte Ltd. Email: rbock@familymovers.com	065 6266-5225 -

APPENDIX 10H-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

LIST OF CURRENTLY KNOWN DOD AGENTS

COUNTRY	AGENT NAME	PHONE & FAX NUMBER
KUWAIT:	- Al-Sawan Cargo Co. Email: jabber@alsawan.com	00965-471-1440
	- Al-Ghanim Freight Email: karu@alghanim.com	00965-474-5533
	- Global Freight Systems, Co. W.L.L. Email: venkatesh@global-freight.net	965 2431 6530
	- Gulf Agency Company (Kuwait) Email: shankara.iyer@gac.com moving.kuwait@gac.com	965 22264164

CENTRAL/SOUTH AMERICA:		
ARGENTINA	- Argentina International Moving, S.R.L. Email: argenmove@argenmove.com.ar	011-5411-54322-2297
	- Lift Van International Co., S.A.C. Email: Mdavid@liftvan.com	011-5411-4741-7211
BELIZE	- Searle Packing Email: Searlefam@btl.net	011-502-223-3902
BOLIVIA	- Bolivian Movers, S.R.L.	011-591-2-222-8143
	- Exprinter Lift Vans, S.A. Email: norma.camberos@expreintur.com	011-591-2-244-3802
	- Faros Email: farosmovers@yahoo.ex	011-591-2-222-5453
	- Inbolpack – International Bolivian Packers 011-591 Email: flavinbo@ceibo.entelnet.bo	-2-239-2036
BRAZIL	- Metropolitan Transports, S.A. Email: lima@metropolitan-transports.com.br	011-5521-3452-9250
	- Transportes Fink, S.A. Email: lsantori.fink.com.br	011-5521-2445-8113
CHILE	- Deca Pack	011-562-223-9803
	- Ward Van Lines, Ltd.	011-562-623-3916

LIST OF CURRENTLY KNOWN DOD AGENTS

COUNTRY	AGENT NAME	PHONE & FAX NUMBER
CENTRAL/SOUTH AMERICA: (Cont.)		
COLUMBIA	- ABC Cargo Logistics S.A. Email: operativomudanzas@abccargolog.com	011-571-4222388 x 145
	- Portan S.A. Email: lacolmenares@portan.com	011-571-2770441
	- Aviomar Email: Ximena.tobar@aviomar.com.co	011-571-4255555 x 145
COSTA RICA	- APA Inversiones Comerciales, S.A.	011-506-233-0517
	- Mudanzas Mundiales, S.A.	011-506-53-3390
	- Mudanzas y Carga de Cubujuqui, S.A. 011-506	-317-135
ECUADOR	- Ecuadorian Transport Email: ecutrans@uio.sat.net.net	011-59322-592172
	- Global Transportes Co., Ltda. Email: globalec@uio.telconet.net	011-5932-2-472587
	- International Shipping Email: insa@uio.satnet.net	011-5932-2-406067
EL SALVADOR	- Mudanzas Internacionales, S.A. (MUDISA) 011-503	- 78-1244
	- Mudanzas Suarez, S.A.	011-503- 23-3278
GUATEMALA	- Caniz Van Lines, S.A. Email: aortiz@caniz.com	011-502-334-8292
	- Intermud, S.A. Email: intermud@guate.net	011-474-5184/5
	- Swiss Global Movers (CROPA) Email: lilianasalguero@cropa.com.gt	011-502-471-6120
HONDURAS	- Mudanzas International Email: mudintl@hondutel.hn	011-504- 232-7536
	- Mudanzas Airlift Email: airlift@gbm.hn	011-504 232-2739
PARAGUAY	- Servimex, S.R.L. Email: Servimex@servimex.com.py or Email: Yinyim@servimex.com.py	011-595-21-311286

LIST OF CURRENTLY KNOWN DOD AGENTS

COUNTRY	AGENT NAME	PHONE & FAX NUMBER
CENTRAL/SOUTH AMERICA: (Cont.)		
PERU	- Express Transoprts, S.A. Email: krumdiek@express.com.pe	011-511-242-5115
	- Security International Moving Email: mmartinez@simoving.com.pg	011-511-436-6300
URUGUAY	- AutoGiro Campos HNOS. & CIA., Ltda. 011-598 Email: trankmail@autogiro.com.uy	-2-924-1682
	- Intermove S.A. Email: intermov@adunet.com.uy	011-598-2-309-7893
VENEZUELA	- Aduanera SudAmericana	011-583- 12-1101
	- Clover Internacional Movers	011-582- 93-5466
	- Condor International, S.A.	011-582- 283-2657
	- Mudanzas Internacionales Global, S.A.	011-582- 238-3287
	- Traslada, S.A.	011-582-35-8146

THAILAND:	- Asian Tigers Transpo International, Ltd. Email: info@asiantigers-thailand.com	(662) 687-7888
	- Santa Fe (Thailand) Co., Ltd. Email: karen@santafe.co.th	662 742 9890-2
	- AGS Four Winds International Moving Ltd. Email: enquiries-thailand@agsfourwinds.com	02 662 7880
	- Omega Logistics Company, Ltd. Email: service@asiaaccess.net.th	(662) 295-2801
	- JVK International Movers Ltd. email: orawan@jvkmovers.com	(662) 379-4646

LIST OF CURRENTLY KNOWN DOD AGENTS

COUNTRY	AGENT NAME	PHONE & FAX NUMBER
GREECE:	- Orphee Beinoglou SA Email: ggiotopoulos@beinoglou.gr	011 30 210 931 9200
	- APLIFT SA Email: info@aplift.gr	011 30 210 961 1212
	- Attica Movers Ltd. Email: gkasimati@atticamovers.gr	011 30 210 992 7221
	- Construct International Email: sophiep@atrans.gr	011 30 210 4010303
	- Venus International Forwarding Ltd. Email: venusgr@ath.forthnet.gr	011 30 210 931 9200

SAUDI ARABIA	SAUDI ARABIA: Shipments originating in or destined to USMTM controlled areas within Saudi Arabia will be serviced by Headquarters, United States Military Training Mission, Personal Property Shipping Office, Riyadh, email: (tmo@usmtm.sppn.af.mil); Comm: 966 478 1100, ext 252-7076 when in Saudi Arabia. Therefore, TSP's SFR submission should not include these origin/destination services.

QATAR:	- Gettco Trading Email: gettco@qatar.net.qa	Comm: 974 432 7151 Mobil: 974 583 2561
	- Swift Freight International Email: swiftint1@qatar.net.qa	Comm: 974 460 4815 Mobile: 974 589 5704

INSTRUCTIONS FOR COMPLETION OF THE UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of HHG and/or UB from Thailand to CONUS. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Household Goods (Code 4), and/or Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Thailand.
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	CONUS Rate Areas.
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter rates, in dollars/cents per net hundredweight, and identify the applicable Solicitation. You may enter rates for both Code 4 and Code 8 or only one commodity.
12	Minimum Weight	Enter "500 lbs. net," for Code 4, and "100 lbs. gross" for Code 8.
13-13b	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX 10J-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES
FOR TRANSPORTATION SERVICES

SHIPMENT ORIGIN: THAILAND Tender No.

RATE AREA	CODE 4	CODE 8
US11 (Maine)		
US12 (New Hampshire		
US13 (Vermont)		
US14 (Massachusetts)		
US15 (Rhode Island)		
US16 (Connecticut)		
US17 (New York)		
US19 (New Jersey)		
US20 (Pennsylvania)		
US22 (Delaware)		
US23 (Maryland)		
US24 (District of Columbia)		
US25 (Virginia)		
US27 (West Virginia)		
US28 (Kentucky)		
US30 (Michigan)		
US32 (Wisconsin)		
US34 (Ohio)		
US35 (Indiana)		
US38 (Illinois)		
US40 (North Carolina)		
US42 (Tennessee)		
US44 (South Carolina)		
US45 (Georgia)		
US47 (Alabama)		
US48 (Mississippi)		
US49 (Florida-North)		
US496 (Florida-South)		
US50 (Minnesota)		
US51 (North Dakota)		
US52 (South Dakota)		
US53 (Iowa)		
US55 (Nebraska)		
US56 (Missouri)		
US58 (Kansas)		

APPENDIX 10J-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA		CODE 4	CODE 8
US60	(Arkansas)		
US62	(Oklahoma)		
US64	(Louisiana)		
US66	(Texas - North)		
US68	(Texas - South)		
US70	(Montana)		
US72	(Wyoming)		
US74	(Colorado)		
US76	(Utah)		
US77	(New Mexico)		
US79	(Arizona)		
US83	(Idaho)		
US84	(Washington)		
US85	(Oregon)		
US86	(Nevada)		
US87	(California - North)		
US88	(California - South)		

APPENDIX 10K-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RESERVED FOR FUTURE USE

APPENDIX 10L-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of HHG between CONUS and Canada, including Newfoundland (Code 2 only). Deviation is not permitted. The following data descriptions are keyed to the tender illustration.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Household Goods (Code 1 or 2).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS/Canada."
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Canada/CONUS."
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter Percentage of Rate from Appendix Q and identify the applicable Solicitation.
12	Minimum Weight	Enter "500 lbs. net."
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of HHG and/or UB to/from CONUS and Singapore. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Household Goods (Code 4) and/or Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS" or "Singapore."
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Singapore" or "CONUS."
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter rates, in dollar/cents per net hundredweight, and identify the applicable Solicitation. You may enter rates for both Code 4 and Code 8 or only one commodity.
12	Minimum Weight	Enter "500 lbs. net" for Code 4 and "100 lbs. gross" for Code 8.
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required.
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES FOR TRANSPORTATION SERVICES

TO/FROM: SINGAPORE Tender No.

RATE AREA		CODE 4	CODE 8
US11	(Maine)		
US12	(New Hampshire)		
US13	(Vermont)		
US14	(Massachusetts)		
US15	(Rhode Island)		
US16	(Connecticut)		
US17	(New York)		
US19	(New Jersey)		
US20	(Pennsylvania)		
US22	(Delaware)		
US23	(Maryland)		
US24	(District of Columbia)		
US25	(Virginia)		
US27	(West Virginia)		
US28	(Kentucky)		
US30	(Michigan)		
US32	(Wisconsin)		
US34	(Ohio)		
US36	(Indiana)		
US38	(Illinois)		
US40	(North Carolina)		
US42	(Tennessee)		
US44	(South Carolina)		
US45	(Georgia)		
US47	(Alabama)		
US48	(Mississippi)		
US49	(Florida-North)		
US496	(Florida-South)		
US50	(Minnesota)		
US51	(North Dakota)		
US52	(South Dakota)		
US53	(Iowa)		
US55	(Nebraska)		

APPENDIX 10N-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA		CODE 4	CODE 8
US56	(Missouri)		
US58	(Kansas)		
US60	(Arkansas)		
US62	(Oklahoma)		
US64	(Louisiana)		
US66	(Texas - North)		
US68	(Texas - South)		
US70	(Montana)		
US72	(Wyoming)		
US74	(Colorado)		
US76	(Utah)		
US77	(New Mexico)		
US79	(Arizona)		
US83	(Idaho)		
US84	(Washington)		
US85	(Oregon)		
US86	(Nevada)		
US87	(California - North)		
US88	(California - South)		

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of UB to/from CONUS and Kuwait. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS" or "Kuwait."
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Kuwait" or "CONUS."
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter rates, in dollar/cents per net hundredweight, and identify the applicable Solicitation.
12	Minimum Weight	Enter "100 lbs. gross."
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES FOR TRANSPORTATION SERVICES

TO/FROM: KUWAIT Tender No.

RATE AREA CODE 8

US11 (Maine)
US12 (New Hampshire)
US13 (Vermont)
US14 (Massachusetts)
US15 (Rhode Island)
US16 (Connecticut)
US17 (New York)
US19 (New Jersey)
US20 (Pennsylvania)
US22 (Delaware)
US23 (Maryland)
US24 (District of Columbia)
US25 (Virginia)
US27 (West Virginia)
US28 (Kentucky)
US30 (Michigan)
US32 (Wisconsin)
US34 (Ohio)
US36 (Indiana)
US38 (Illinois)
US40 (North Carolina)
US42 (Tennessee)
US44 (South Carolina)
US45 (Georgia)
US47 (Alabama)
US48 (Mississippi)
US49 (Florida-North)
US496 (Florida-South)
US50 (Minnesota)
US51 (North Dakota)
US52 (South Dakota)
US53 (Iowa)
US55 (Nebraska)

APPENDIX 10P-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA		CODE 8
US56	(Missouri)	
US58	(Kansas)	
US60	(Arkansas)	
US62	(Oklahoma)	
US64	(Louisiana)	
US66	(Texas - North)	
US68	(Texas - South)	
US70	(Montana)	
US72	(Wyoming)	
US74	(Colorado)	
US76	(Utah)	
US77	(New Mexico)	
US79	(Arizona)	
US83	(Idaho)	
US84	(Washington)	
US85	(Oregon)	
US86	(Nevada)	
US87	(California - North)	
US88	(California - South)	

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of UB to/from CONUS and Qatar. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS" or "Qatar."
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Qatar" or "CONUS."
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter rates, in dollar/cents per net hundredweight, and identify the applicable Solicitation.
12	Minimum Weight	Enter "100 lbs. gross."
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES FOR TRANSPORTATION SERVICES

TO/FROM: QATAR Tender No.

RATE AREA CODE 8

US11 (Maine)
US12 (New Hampshire)
US13 (Vermont)
US14 (Massachusetts)
US15 (Rhode Island)
US16 (Connecticut)
US17 (New York)
US19 (New Jersey)
US20 (Pennsylvania)
US22 (Delaware)
US23 (Maryland)
US24 (District of Columbia)
US25 (Virginia)
US27 (West Virginia)
US28 (Kentucky)
US30 (Michigan)
US32 (Wisconsin)
US34 (Ohio)
US36 (Indiana)
US38 (Illinois)
US40 (North Carolina)
US42 (Tennessee)
US44 (South Carolina)
US45 (Georgia)
US47 (Alabama)
US48 (Mississippi)
US49 (Florida-North)
US496 (Florida-South)
US50 (Minnesota)
US51 (North Dakota)
US52 (South Dakota)
US53 (Iowa)
US55 (Nebraska)

APPENDIX 10R-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA		CODE 8
US56	(Missouri)	
US58	(Kansas)	
US60	(Arkansas)	
US62	(Oklahoma)	
US64	(Louisiana)	
US66	(Texas - North)	
US68	(Texas - South)	
US70	(Montana)	
US72	(Wyoming)	
US74	(Colorado)	
US76	(Utah)	
US77	(New Mexico)	
US79	(Arizona)	
US83	(Idaho)	
US84	(Washington)	
US85	(Oregon)	
US86	(Nevada)	
US87	(California - North)	
US88	(California - South)	

APPENDIX 10S-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of HHG and/or UB to/from CONUS and Greece. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Household Goods (Code 4) and/or Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS" or "Greece."
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Greece" or "CONUS."
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter rates, in dollar/cents per net hundredweight, and identify the applicable Solicitation. You may enter rates for both Code 4 and Code 8 or only one commodity.
12	Minimum Weight	Enter "500 lbs. net" for Code 4 and "100 lbs. gross" for Code 8.
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES FOR TRANSPORTATION SERVICES

TO/FROM: GREECE Tender No.

RATE AREA	CODE 4	CODE 8
US11 (Maine)		
US12 (New Hampshire)		
US13 (Vermont)		
US14 (Massachusetts)		
US15 (Rhode Island)		
US16 (Connecticut)		
US17 (New York)		
US19 (New Jersey)		
US20 (Pennsylvania)		
US22 (Delaware)		
US23 (Maryland)		
US24 (District of Columbia)		
US25 (Virginia)		
US27 (West Virginia)		
US28 (Kentucky)		
US30 (Michigan)		
US32 (Wisconsin)		
US34 (Ohio)		
US36 (Indiana)		
US38 (Illinois)		
US40 (North Carolina)		
US42 (Tennessee)		
US44 (South Carolina)		
US45 (Georgia)		
US47 (Alabama)		
US48 (Mississippi)		
US49 (Florida-North)		
US496 (Florida-South)		
US50 (Minnesota)		
US51 (North Dakota)		
US52 (South Dakota)		
US53 (Iowa)		
US55 (Nebraska)		

APPENDIX 10T-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA	CODE 4	CODE 8
US56 (Missouri)		
US58 (Kansas)		
US60 (Arkansas)		
US62 (Oklahoma)		
US64 (Louisiana)		
US66 (Texas - North)		
US68 (Texas - South)		
US70 (Montana)		
US72 (Wyoming)		
US74 (Colorado)		
US76 (Utah)		
US77 (New Mexico)		
US79 (Arizona)		
US83 (Idaho)		
US84 (Washington)		
US85 (Oregon)		
US86 (Nevada)		
US87 (California - North)		
US88 (California - South)		

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of UB to/from CONUS and Saudi Arabia. Deviation is not permitted.

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Enter Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS" or "Saudi Arabia."
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Saudi Arabia" or "CONUS."
7	Effective Date	First day of rate cycle.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do Not Alter
11	Rate(s) or Charge	Enter rates, in dollar/cents per net hundredweight, and identify the applicable Solicitation.
12	Minimum Weight	Enter "100 lbs. gross."
13	Route(s)	Optional TSP use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do Not Alter
15	Lawful Performance	Enter operating authority, as required. Operating Authority
16-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES FOR TRANSPORTATION SERVICES

TO/FROM: Saudi Arabia Tender No.

RATE AREA CODE 8

US11 (Maine)
US12 (New Hampshire)
US13 (Vermont)
US14 (Massachusetts)
US15 (Rhode Island)
US16 (Connecticut)
US17 (New York)
US19 (New Jersey)
US20 (Pennsylvania)
US22 (Delaware)
US23 (Maryland)
US24 (District of Columbia)
US25 (Virginia)
US27 (West Virginia)
US28 (Kentucky)
US30 (Michigan)
US32 (Wisconsin)
US34 (Ohio)
US36 (Indiana)
US38 (Illinois)
US40 (North Carolina)
US42 (Tennessee)
US44 (South Carolina)
US45 (Georgia)
US47 (Alabama)
US48 (Mississippi)
US49 (Florida-North)
US496 (Florida-South)
US50 (Minnesota)
US51 (North Dakota)
US52 (South Dakota)
US53 (Iowa)
US55 (Nebraska)

APPENDIX 10V-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA		CODE 8
US56	(Missouri)	
US58	(Kansas)	
US60	(Arkansas)	
US62	(Oklahoma)	
US64	(Louisiana)	
US66	(Texas - North)	
US68	(Texas - South)	
US70	(Montana)	
US72	(Wyoming)	
US74	(Colorado)	
US76	(Utah)	
US77	(New Mexico)	
US79	(Arizona)	
US83	(Idaho)	
US84	(Washington)	
US85	(Oregon)	
US86	(Nevada)	
US87	(California - North)	
US88	(California - South)	

APPENDIX 10W-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

CANCELLATION UNIFORM TENDER OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

BLOCK NO.	DESCRIPTION	ENTRY
1	Commodity	Household Goods or Unaccompanied Baggage (as applicable).
2	Tender Number	Use assigned tender number plus supplement number 1.
3	Origin	Applicable origin of shipment.
4	Issue Date	Enter date prepared by TSP.
5	Expiration Date	Leave Blank.
6	Destination	Leave Blank.
7	Effective Date	Enter date service will end, e.g., 60 or 90 days after effective date.
8	TSP File Number	Optional TSP use.
9-9a	Issuing TSP	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10-12	Do Not Alter.	
13	Route(s)	Enter "Cancels Tender."
14-21	Do Not Alter	
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at SDDC.

APPENDIX 10X-1

INTERNATIONAL PERSONAL RPOEPRTY RATE SOLICITATION I-25

BASELINE RATES

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	8,000 TO 11,999 LBS. INCL.	BRK PT.	12,000 TO 15,999 LBS. INCL	BRK PT.	16,000 LBS. AND OVER
1 - 50	59.90	905	53.80	1,887	50.75	3,874	48.80	7,730	47.15	11,873	46.65	15,949	46.50
51 - 100	61.30	901	55.20	1,874	51.70	3,842	49.65	7,731	48.10	11,863	47.55	15,832	47.05
101 - 150	63.40	892	56.50	1,868	52.75	3,800	50.10	7,809	48.90	11,866	48.35	15,818	47.80
151 - 200	68.45	842	57.60	1,856	53.45	3,813	50.95	7,796	49.65	11,843	49.00	15,854	48.55
201 - 250	71.05	827	58.75	1,844	54.15	3,827	51.80	7,769	50.30	11,857	49.70	15,823	49.15
251 - 300	72.25	823	59.45	1,844	54.80	3,814	52.25	7,794	50.90	11,871	50.35	15,842	49.85
301 - 360	73.55	821	60.35	1,838	55.45	3,817	52.90	7,819	51.70	11,873	51.15	15,860	50.70
361 - 400	76.40	802	61.20	1,831	56.00	3,818	53.45	7,806	52.15	11,897	51.70	15,830	51.15
401 - 460	78.50	790	61.95	1,821	56.40	3,830	54.00	7,823	52.80	11,887	52.30	15,848	51.80
461 - 500	80.15	782	62.60	1,820	56.95	3,282	54.50	7,832	53.35	11,888	52.85	15,849	52.35
501 - 560	82.10	772	63.30	1,819	57.55	3,834	55.15	7,826	53.95	11,878	53.40	15,851	52.90
561 - 600	83.30	768	63.95	1,818	58.10	3,825	55.55	7,820	54.30	11,879	53.75	15,837	53.20
601 - 660	84.25	772	65.00	1,807	58.70	3,847	56.45	7,838	55.30	11,881	54.75	15,854	54.25
661 - 700	85.40	767	65.50	1,808	59.20	3,842	56.85	7,839	55.70	11,871	55.10	15,855	54.60
701 - 760	86.45	768	66.35	1,818	60.30	3,831	57.75	7,820	56.45	11,884	55.90	15,866	55.50
761 - 800	88.50	786	69.55	1,756	61.05	3,847	58.70	7,823	57.40	11,875	56.80	15,860	56.30
801 - 850	89.20	786	70.05	1,758	61.55	3,845	59.15	7,831	57.90	11,897	57.40	15,833	56.80
851 - 900	89.90	785	70.55	1,762	62.15	3,843	59.70	7,826	58.40	11,877	57.80	15,848	57.25
901 - 950	90.35	786	71.00	1,767	62.70	3,847	60.30	7,808	58.85	11,899	58.35	15,850	57.80
951 - 1000	92.40	774	71.45	1,788	63.85	3,813	60.85	7,777	59.15	11,899	58.65	15,850	58.10
1001 - 1050	93.20	771	71.85	1,788	64.20	3,814	61.20	7,804	59.70	11,880	59.10	15,879	58.65
1051 - 1100	94.10	767	72.15	1,794	64.70	3,812	61.65	7,780	59.95	11,960	59.75	15,786	58.95
1101 - 1150	94.95	764	72.45	1,796	65.05	3,825	62.20	7,782	60.50	11,891	59.95	15,854	59.40
1151 - 1200	95.30	764	72.75	1,797	65.35	3,820	62.40	7,795	60.80	11,872	60.15	15,854	59.60
1201 - 1250	96.05	779	74.80	1,784	66.70	3,842	64.05	7,645	61.20	11,902	60.70	15,856	60.15
1251 - 1300	98.05	773	75.75	1,784	67.55	3,838	64.80	7,642	61.90	11,894	61.35	15,857	60.80
1301 - 1350	99.80	770	76.75	1,775	68.10	3,827	65.15	7,675	62.50	11,895	61.95	15,871	61.45
1351 - 1400	100.70	770	77.50	1,784	69.10	3,789	65.45	7,732	63.25	11,868	62.55	15,885	62.10
1401 - 1450	100.90	774	78.00	1,780	69.40	3,793	65.80	7,739	63.65	11,887	63.05	15,886	62.60
1451 - 1500	102.00	784	79.95	1,785	71.35	3,706	66.10	7,740	63.95	11,907	63.45	15,874	62.95

APPENDIX 10X-2

INTERNATIONAL PERSONAL RPOEPRTY RATE SOLICITATION I-25

BASELINE RATES

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	8,000 TO 11,999 LBS. INCL.	BRK PT.	12,000 TO 15,999 LBS. INCL	BRK PT.	16,000 LBS. AND OVER
1501 - 1550	102.70	783	80.40	1,784	71.70	3,702	66.35	7,747	64.25	11,870	63.55	15,900	63.15
1551 - 1600	103.20	785	81.00	1,784	72.25	3,699	66.80	7,773	64.90	11,862	64.15	15,876	63.65
1601 - 1650	103.75	787	81.55	1,786	72.80	3,704	67.40	7,757	65.35	11,881	64.70	15,852	64.10
1651 - 1700	104.10	790	82.15	1,798	73.85	3,684	68.00	7,742	65.80	11,864	65.05	15,865	64.50
1701 - 1750	104.50	804	84.00	1,792	75.25	3,676	69.15	7,677	66.35	11,838	65.45	15,903	65.05
1751 - 1800	105.00	806	84.60	1,790	75.70	3,681	69.65	7,667	66.75	11,830	65.80	15,903	65.40
1801 - 1850	105.35	806	84.90	1,793	76.10	3,677	69.95	7,709	67.40	11,849	64.55	15,868	66.00
1851 - 1900	106.05	808	85.65	1,790	76.65	3,680	70.50	7,688	67.75	11,885	67.10	15,869	66.55
1901 - 1950	106.50	810	86.25	1,792	77.25	3,687	71.20	7,708	68.60	11,852	67.75	15,882	67.25
1951 - 2000	108.30	813	87.95	1,792	78.80	3,673	72.35	7,647	69.15	11,853	68.30	15,895	67.85
2001 - 2050	108.70	815	88.30	1,795	79.40	3,671	72.85	7,649	69.65	11,863	68.85	15,873	68.30
2051 - 2100	109.25	815	88.95	1,793	79.70	3,674	73.20	7,667	70.15	11,864	69.35	15,874	68.80
2101 - 2150	109.75	816	89.55	1,794	80.30	3,667	73.60	7,669	70.55	11,873	69.80	15,874	69.25
2151 - 2200	110.20	818	90.10	1,792	80.70	3,676	74.15	7,655	70.95	11,916	70.45	15,887	69.95
2201 - 2250	110.80	825	91.35	1,809	82.60	3,681	76.00	7,553	71.75	11,867	70.95	15,899	70.50
2251 - 2300	111.35	824	91.70	1,813	83.10	3,680	76.45	7,530	71.95	11,875	71.20	15,877	70.60
2301 - 2350	111.90	826	92.40	1,810	83.60	3,687	77.05	7,523	72.45	11,868	71.65	15,889	71.15
2351 - 2400	112.40	826	92.75	1,813	84.05	3,684	77.40	7,535	72.90	11,869	72.10	15,890	71.60
2401 - 2450	112.85	828	93.35	1,812	84.55	3,681	77.80	7,533	73.25	11,878	72.50	15,901	72.05
2451 - 2500	114.45	826	94.50	1,824	86.15	3,692	79.50	7,417	73.70	11,870	72.90	15,902	72.45
2501 - 2550	114.90	827	95.00	1,824	86.60	3,693	79.95	7,420	74.15	11,879	73.40	15,892	72.90
2551 - 2600	115.30	829	95.55	1,820	86.95	3,697	80.35	7,423	74.55	11,872	73.75	15,903	73.30
2601 - 2650	115.55	832	96.05	1,822	87.50	3,694	80.80	7,421	74.95	11,896	74.30	15,882	73.75
2651 - 2700	115.95	833	96.55	1,820	87.85	3,705	81.35	7,410	75.35	11,889	74.65	15,904	74.20
2701 - 2750	116.20	834	96.90	1,825	88.40	3,713	82.05	7,386	75.75	11,882	75.00	15,894	74.50
2751 - 2800	116.60	835	97.35	1,827	88.90	3,710	82.45	7,389	76.15	11,882	75.40	15,905	74.95
2801 - 2850	116.90	834	97.45	1,832	89.25	3,732	83.25	7,366	76.65	11,883	75.90	15,895	75.40
2851 - 2900	117.05	835	97.70	1,836	89.65	3,737	83.75	7,396	77.00	11,868	76.15	15,906	75.70
2901 - 2950	117.45	835	98.00	1,839	90.10	3,727	83.95	7,376	77.40	11,884	76.65	15,886	76.10
2951 - 3000	117.75	836	98.35	1,841	90.50	3,720	84.15	7,392	77.75	11,885	77.00	15,897	76.50

APPENDIX 10X-3

INTERNATIONAL PERSONAL RPOEPRTY RATE SOLICITATION I-25

BASELINE RATES

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	8,000 TO 11,999 LBS. INCL.	BRK PT.	12,000 TO 15,999 LBS. INCL	BRK PT.	16,000 LBS. AND OVER
3001 - 3050	118.05	837	98.75	1,843	90.95	3,708	84.30	7,422	78.20	11,878	77.40	15,897	76.90
3051 - 3100	118.60	836	99.10	1,844	91.35	3,703	84.55	7,442	78.65	11,878	77.85	15,887	77.30
3101 - 3150	118.80	838	99.50	1,847	91.85	3,704	85.05	7,436	79.05	11,879	78.25	15,908	77.80
3151 - 3200	119.35	838	99.95	1,849	92.40	3,700	85.45	7,439	79.45	11,887	78.70	15,879	78.10
3201 - 3250	119.80	838	100.30	1,850	92.75	3,705	85.90	7,432	79.80	11,888	79.05	15,909	78.60
3251 - 3300	120.10	839	100.75	1,853	93.30	3,703	86.35	7,431	80.20	11,881	79.40	15,910	78.95
3301 - 3350	120.45	840	101.15	1,853	93.70	3,708	86.85	7,425	80.60	11,904	79.95	15,900	79.45
3351 - 3400	121.45	835	101.40	1,858	94.20	3,710	87.35	7,424	81.05	11,889	80.60	15,891	79.75
3401 - 3450	123.45	826	101.85	1,856	94.50	3,711	87.65	7,439	81.50	11,897	80.80	15,901	80.30
3451 - 3500	123.65	827	102.15	1,861	95.05	3,710	88.15	7,433	81.90	11,819	81.15	15,892	80.60
3501 - 3600	123.95	827	102.45	1,878	96.15	3,701	88.95	7,434	82.65	11,877	81.80	15,912	81.35
3601 - 3700	124.20	828	102.80	1,876	96.40	3,714	89.50	7,437	83.20	11,900	82.50	15,894	81.95
3701 - 3800	124.55	827	102.95	1,889	97.20	3,717	90.30	7,438	83.95	11,886	83.15	15,895	82.60
3801 - 3900	125.20	828	103.60	1,889	97.85	3,718	90.95	7,442	84.60	11,887	83.80	15,896	83.25
3901 - 4000	125.85	829	104.24	1,890	98.50	3,720	91.60	7,446	85.25	11,888	84.45	15,896	83.90
4001 - 4100	126.50	830	104.90	1,891	99.15	3,722	92.25	7,450	85.90	11,889	85.10	15,897	84.55
4101 - 4200	127.15	831	105.55	1,892	99.80	3,724	92.90	7,454	86.65	11,890	85.75	15,898	85.21
4201 - 4300	127.80	831	106.20	1,892	100.45	3,726	93.55	7,457	87.20	11,890	86.40	15,899	85.88
4301 - 4400	128.45	832	106.85	1,893	101.10	3,727	94.20	7,461	87.85	11,891	87.05	15,899	86.50
4401 - 4500	129.10	833	107.50	1,894	101.75	3,729	94.85	7,465	88.50	11,892	87.70	15,900	87.15
4501 - 4600	129.75	834	108.15	1,894	102.40	3,731	95.50	7,469	89.15	11,893	88.55	15,901	87.80
4601 - 4700	130.40	835	108.80	1,895	103.05	3,733	96.15	7,472	89.80	11,894	89.00	15,902	88.45
4701 - 4800	131.05	836	109.45	1,895	103.70	3,734	96.80	7,476	90.45	11,894	89.65	15,902	89.10
4801 - 4900	131.70	836	110.10	1,896	104.35	3,736	97.45	7,479	91.10	11,895	90.30	15,903	89.75
4901 - 5000	132.35	837	110.75	1,897	105.00	3,738	98.10	7,483	91.75	11,896	90.95	15,904	90.40
5001 - 5100	133.00	838	111.40	1,897	105.65	3,739	98.75	7,486	92.40	11,897	91.60	15,904	91.05
5101 - 5200	133.65	839	112.05	1,898	106.30	3,741	99.40	7,489	93.05	11,897	92.25	15,905	91.70
5201 - 5300	134.30	840	112.70	1,898	106.95	3,742	100.05	7,493	93.70	11,898	92.90	15,906	92.33
5301 - 5400	134.95	840	113.35	1,899	107.60	3,744	100.70	7,496	94.35	11,899	93.55	15,906	93.00
5401 - 5500	135.60	841	114.00	1,900	108.25	3,746	101.35	7,499	95.00	11,899	94.20	15,907	93.65

INTERNATIONAL PERSONAL RPOEPRTY RATE SOLICITATION I-25

BASELINE RATES

MILES	500 TO 999 LBS. INCL.	BRK PT.	1,000 TO 1,999 LBS. INCL.	BRK PT.	2,000 TO 3,999 LBS. INCL.	BRK PT.	4,000 TO 7,999 LBS. INCL.	BRK PT.	8,000 TO 11,999 LBS. INCL.	BRK PT.	12,000 TO 15,999 LBS. INCL	BRK PT.	16,000 LBS. AND OVER
5501 - 5600	136.25	842	114.65	1,900	108.90	3,747	102.00	7,502	95.65	11,900	94.85	15,908	94.30
5601 - 5700	136.90	843	115.30	1,901	109.55	3,749	102.65	7,506	96.30	11,901	95.50	15,908	94.95
5701 - 5800	137.55	843	115.95	1,901	110.20	3,730	103.00	7,509	96.95	11,901	96.15	15,909	95.60
5801 - 5900	138.20	844	116.60	1,902	110.85	3,732	103.95	7,512	97.60	11,902	96.80	15,910	96.25
5901 - 6000	138.85	845	117.25	1,902	111.50	3,753	104.60	7,515	98.25	11,903	97.45	15,910	96.90
6001 - 6100	139.50	846	117.90	1,903	112.15	3,754	105.25	7,518	98.90	11,903	98.10	15,911	97.55
6101 - 6200	140.15	846	118.55	1,903	112.80	3,756	105.90	7,521	99.55	11,904	98.75	15,911	98.20
6201 - 6300	140.80	847	119.20	1,904	113.45	3,757	106.55	7,524	100.20	11,905	99.40	15,912	98.85
6301 - 6400	141.45	848	119.85	1,905	114.10	3,759	107.20	7,527	100.85	11,905	100.05	15,913	99.50
6401 - 6500	142.10	849	120.50	1,905	114.75	3,760	107.85	7,529	101.50	11,906	100.70	15,913	100.15
6501 - 6600	142.75	849	121.15	1,906	115.40	3,761	108.90	7,532	102.15	11,907	101.35	15,914	100.80
6601 - 6700	143.40	850	121.80	1,906	116.05	3,763	109.15	7,535	102.80	11,907	102.00	15,914	101.45
6701 - 6800	144.05	851	122.45	1,907	116.70	3,764	109.80	7,538	103.45	11,908	102.65	15,915	102.10
6801 - 6900	144.70	851	123.10	1,907	117.35	3,765	110.45	7,541	104.10	11,908	103.30	15,915	102.95
6901 - 7000	145.35	852	123.75	1,908	118.00	3,767	111.10	7,543	104.75	11,909	103.95	15,916	103.40
7001 - 7100	146.00	853	124.40	1,908	118.65	3,768	111.75	7,546	105.40	11,909	104.60	15,916	104.05
7101 - 7200	146.65	853	125.05	1,909	119.30	3,769	112.40	7,549	106.05	11,910	105.25	15,917	104.75
7201 - 7300	147.30	854	125.70	1,909	119.95	3,770	113.05	7,551	106.70	11,911	105.90	15,917	105.45
7301 - 7400	147.95	855	126.35	1,909	120.60	3,772	113.70	7,554	107.35	11,911	106.55	15,915	106.15
7401 - 7500	148.60	855	127.00	1,910	121.35	3,773	114.35	7,556	108.00	11,912	107.20	15,916	106.90

APPENDIX 10Y-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

INTERNATIONAL UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

1. COMMODITY/CODE/NAME SSN	2. TENDER NO./SUPPLEMENT NO./CANCELLATION NO. (AS APPLICABLE)	
3. ORIGIN	4. ISSUE DATE	5. EXPIRATION DATE
6. DESTINATION	7. EFFECTIVE DATE	8. TRANSPORTATION SERVICE PROVIDER FILE NUMBER (OPTIONAL)
9. ISSUING TRANSPORTATION SERVICE PROVIDER		9b. SCAC

CERTIFICATION

I AM(WE ARE) AUTHORIZED TO AND DO HEREBY OFFER ON A CONTINUING BASIS TO THE UNITED STATES GOVERNMENT, HEREINAFTER CALLED THE GOVERNMENT, PURSUANT TO SECTION 10721 OF THE INTERSTATE COMMERCE ACT OR OTHER APPROPRIATE AUTHORITY, THE TRANSPORTATION SERVICES HEREIN DESCRIBED, SUBJECT TO THE TERMS AND CONDITIONS HEREIN STATED. THE PROPERTY TO WHICH RATES HEREIN APPLY MUST BE SHIPPED BY OR FOR THE GOVERNMENT ON (1) GOVERNMENT BILLS OF LADING, (2) COMMERCIAL BILLS OF LADING ENDORSED TO SHOW THAT SUCH BILLS OF LADING ARE TO BE EXCHANGED FOR GOVERNMENT BILLS OF LADING AT DESTINATION, OR (3) COMMERCIAL BILLS OF LADING ENDORSED WITH THE FOLLOWING LEGEND: "TRANSPORTATION HEREUNDER IS FOR THE GOVERNMENT AND THE ACTUAL TRANSPORTATION COST PAID TO THE TRANSPORTATION SERVICE PROVIDER(S) BY THE SHIPPER OR RECEIVER IS TO BE REIMBURSED BY THE GOVERNMENT."

11. RATE(S) OR CHARGE	12. MINIMUM WEIGHTS	13A. ROUTE(S)
		13b. FOREIGN FLAG CERTIFICATION FROM: TO: AUTHORIZATION NO:

14. ACCESSORIAL SERVICES

ANY ADDITIONAL SERVICES WILL BE FURNISHED BY THE TRANSPORTATION SERVICE PROVIDER ON REQUEST OF THE SHIPPER AT THE RATES OR CHARGES SPECIFIED IN THE APPLICABLE SOLICITATION AND WILL BE IN ADDITION TO THE RATES OR CHARGES SHOWN IN ITEMS 11 AND 12. SUCH REQUESTS MUST BE SHOWN ON THE BILL OF LADING OR DD FORM 619 AND CERTIFIED BY THE PERSON REQUESTING SAME.

[FOR SDDC USE ONLY]

15. LAWFUL PERFORMANCE: OPERATING AUTHORITIES

IN MAKING THIS TENDER, THE TRANSPORTATION SERVICE PROVIDER(S) REPRESENT(S) TO THE GOVERNMENT THAT THE SERVICES WILL BE PERFORMED IN ACCORDANCE WITH APPLICABLE, FEDERAL, STATE, AND MUNICIPAL LAWS AND REGULATIONS AND THAT THE TRANSPORTATION SERVICE PROVIDER(S) POSSESS(ES) THE REQUIRED OPERATING AUTHORITY TO TRANSPORT THE COMMODITY FROM, TO, OR BETWEEN THE PLACES HEREIN SET FORTH, AS EMBRACED IN THE FOLLOWING DOCKETS, PERMITS, OR TEMPORARY OPERATING AUTHORITIES.

16. CHARGES AND ALLOWANCES

EXCEPT AS OTHERWISE PROVIDED HEREIN, SHIPMENTS MADE UNDER THE PROVISIONS OF THIS TENDER ARE ENTITLED TO SUCH ADDITIONAL SERVICES AND PRIVILEGES AS ARE PROVIDED IN THE INTERNATIONAL RATE SOLICITATION, SUJECT TO THE CHARGES, ALLOWANCES, AND RULES APPLICABLE TO SUCH SERVICES.

17. PAYMENT

THE TRANSPORTATION SERVICE PROVIDER SHALL BILL THE GOVERNMENT ON STANDARD FORM 1113, APPROPRIATELY SUPPORTED AND SHALL SUBMIT SAID BILL TO THE PAYING OFFICE SHOWN ON THE GOVERNMENT BILL OF LANDING.

18. REFERENCES

WHERE REFERENCE IS MADE IN THIS TENDER OR THE INTERNATIONAL RATE SOLICITATION, SUCH REFERENCE SHALL BE DEEMED TO INCLUDE SUPPLEMENTS OR AMENDMENTS THERETO OR ISSUES THEREOF, UNLESS OTHERWISE SPECIFIED HEREIN.

19. CANCELLATION OR MODIFICATION OF TENDER

THIS TENDER MAY BE CANCELLED BY THE TRANSPORTATION SERVICE PROVIDER(S) BY SUPPLEMENT ON 60 OR 90 DAYS WRITTEN NOTICE. CANCELLATION WILL NOT APPLY TO SHIPMENTS MADE (TO INCLUDE SHIPMENTS BOOKED PRIOR TO PICKUP DATE) FROM ORIGINAL POINT OF SHIPMENT BEFORE EFFECTIVE DATE OF SUCH NOTICE AND EXCEPT AS TO ANY ACCRUED RIGHTS AND LIABILITIES OF EITHER PARTY HEREUNDER CANCELLATION MY BE ACCOMPLISHED UPON SHORTER NOTICE BY MUTUAL AGREEMENT OF THE PARTIES CONCERNED.

20. FILING WITH REGULATORY BODIES

TRANSPORTATION SERVICE PROVIDER(S) CERTIFIES (CERTIFY) THAT, WHERE REQUIRED, THE REQUISITE NUMBER OF COPIES OF THIS TENDER IS BEING FILED CONCURRENTLY WITH THE SURFACE TRANSPORTATION BOARD IN ACCORDANCE WITH SECTION 10721 OF THE COMMERCE ACT, OR WITH OTHER REGULATORY AGENCIES, AS APPROPRIATE.

21. ALTERNATIONS: VOLUME OF TRAFFIC

THIS TENDER WILL NOT APPLY WHERE CHARGES ACCRUING HEREIN EXCEED CHARGES OTHERWISE APPLICABLE FOR THE SAME SERVICE. RECEIPT OF THIS TENDER SHALL NOT BE CONSTRUED AS A GUARANTEE BY THE GOVERNMENT OF ANY PARTICULAR VOLUME OF TRAFFIC HEREIN DESCRIBED.

22. ALTERNATIONS: VOLUME OF TRAFFIC

SIGNATURE(S) OF PART(IES) REPRESENTING TRANSPORTATION SERVICE PROVIDER(S): BY OFFERING RATES FOR SERVICES TO THE UNITED STATES GOVERNMENT, THE UNDERSIGNED TRANSPORTATION SERVICE PROVIDER OFFICIAL CERTIFIES THE UNDERSTANDING AND CONTINUED COMPLIANCE WITH THE PREVIOUSLY EXECUTED CERTIFICATION OF INDEPENDENT PRICING, WHICH IS INCORPORATED HERETO BY REFERENCE. THE EXECUTED CERTIFICATION OF INDEPENDENT PRICING IS ON FILE IN THE TRANSPORTATION SERVICE PROVIDER'S QUALIFICATION FILE AS AN ATTACHMENT TO THE TRANSPORTATION SERVICE PROVIDER'S TENDER OF SERVICE.

ISSUING TRANSPORTATION SERVICE PROVIDER	PARTICIPATING TRANSPORTATION SERVICE PROVIDER	PARTICIPATING TRANSPORTATION SERVICE PROVIDER
BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)	BY (SIGNATURE AND TITLE OF AUTHORIZED OFFICER OR AGENT)
ADDRESS	ADDRESS	ADDRESS

INSTRUCTIONS

A. GENERAL

(1) THIS UNIFORM TENDER FORMAT IS DESIGNED TO PROMOTE SPEED AND ORDERLINESS IN THE HANDLING OF TENDERS. VARIANCE FROM ITS TERMS, SEQUENCE OR NUMBERING MAY RESULT IN DELAY IN THE PROCESSING OF TENDERS.

B. DISTRIBUTION REQUIREMENTS

EXCEPT AS OTHERWISE INSTRUCTED, RATE TENDERS AND SUPPLEMENTS WILL BE SUBMITTED VIA E-MAIL TO SDDC.SAFB.PPINTLRATE@US.ARMY.MIL

CHAPTER XI - CODE J UNACCOMPANIED BAGGAGE

Item 1100 General

These terms and conditions apply specifically to the handling and management of Code J UB shipments. Transportation service providers participating in Code J service agree:

a. To comply with requirements and procedures of AMC in reporting and documenting shipments. This includes palletization, preparation of TCMD for each pallet or individual shipment, delivery of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from AMC air terminal.

b. To accept 100 percent of the Code J UB shipments tendered.

c. To ensure the shipment's actual weight/cube information is provided to the origin ITO/TMO within 3 work days after pickup at the member's residence.

d. To assume on a door-to-door basis, full responsibility for shipments and liability to the limits, as prescribed in Item 410.

e. To pickup cargo from AMC no later than one (1) working day from time of notification or to take receipt of cargo from a Theater Shipping and Consolidation Point entity/conveyance no later than one workday from time of notification and forward these shipments to their ultimate destination.

Item 1101 *Palletizing Code J UB Shipments*

Port agents will consolidate Code J shipments into pallet loads. This will be accomplished with 463L pallets and plastic covers supplied by the AMC air terminals. All pallets must be configured for DC-8 or DC-10 aircraft. Shipments belonging to different transportation service providers may be placed on the same pallet, provided these transportation service providers use the same port agent at the POD. These will be identified as pure pallets. Shipments belonging to several transportation service providers that use different agents at the POD may be placed on the same pallet when there is insufficient tonnage to build pure pallets. These will be identified as mixed pallets. All pallets will have a placard identifying them as pure or mixed in accordance with Appendix 11A. Inter-theater Code J shipments will be delivered to the aerial port loose and not be commingled (palletized) with shipments having a final destination in CONUS.

Item 1102 *Transportation Control and Movement Document*

Port agents are responsible for preparing a TCMD for each pallet or individual Code J UB shipment delivered to AMC air terminals in accordance with the instruction herein. Transportation service providers are responsible for ensuring port agents have the necessary equipment for preparing TCMDs. Port agents will place a copy of the TCMD in a packing envelope, which will be attached to the pallet in such a manner as to be accessible to AMC personnel. The port agent will provide TCMD information on computer diskette(s) to the origin AMC air terminal in a format capable of interfacing with current transportation automated information systems.

Item 1103 Military Shipment Label, DD Form 1387

Transportation service providers will be responsible for preparing and attaching the DD Form 1387 (Military Shipping Label) in accordance with the Defense Transportation Regulation Part II (DTR, 4500.9R), including the requirement for linear and two dimensional (2D) bar coding. The 2D bar code will be in accordance with Materials Handling Standard MH10.8.2.

Item 1104 **Movement from CONUS to Overseas**

a. CONUS Port Agent Responsibilities:

(1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Port agents will build pallets by channel and deliver to the origin AMC air terminal.

(2) Destined for United Kingdom: Port agents palletizing Code J shipments for the United Kingdom must ensure the DD Form 1434 (United Kingdom Customs Form) accompanies each shipment when turned over to the AMC aerial terminal at McGuire AFB, NJ. Prior to delivery to the air terminal, the DD Forms 1434 for all shipments on each Code J pallet will be consolidated and placed in a single envelope and attached to the short side of the pallet. ITGBL transportation service providers are responsible for ensuring port agents are aware of this requirement.

b. TCMD Requirements:

(1) General: Transportation service providers can mix military services' UB on the same TCMD and pallet; however, particular attention must be devoted to accurately listing the military services' Transportation Account Code (TAC) and the correct Transportation Control Number (TCN) for each baggage shipment on the computer diskette(s) provided to the AMC air terminal in a format capable of interfacing with current transportation automated information systems. This information is found on the GBL.

(2) Preparation of the TCMD Cards for Pallet Loads: On pallet loads, transportation service providers/port agents will prepare a pallet header record for each pallet and a prime TCMD and trailer card for each shipment on the pallet (see Tables 1, 2, and 3).

(3) Preparation of the TCMD for Individual Shipments: These instructions apply when there is insufficient volume to consolidate by channel and RPDD. Transportation service providers will prepare a prime TCMD and trailer cards for each shipment. A pallet header record is not required (see Tables 2 and 3).

(4) Instructions on Constructing a Transportation Service Provider Reference Information (CRI) Number: Each transportation service provider will construct a CRI for each pallet. The CRI will be inserted in card columns 30-46 of the pallet TCMD card. The CRI will include 00, transportation service provider code, julian date TCMD prepared, L (stands for 463L pallet), transportation service provider pallet ID number (number assigned by the transportation service provider for pallet identification), and PCG.

Example: OO ABCD4180L 001 PCG

Constant Code	TSP Code*	Julian Calendar Year	Date TCMD Prepared	Type Modular	Type Pallet ID No.	Module CONF	Cargo Code
OO	ABCD	4	180	L	001	PC	G

Port agents will enter “MIXD” when pallets contain shipments for different transportation service providers and different aerial port of debarkation (APOD) agents.

(5) Weight Tolerance:

(a) Port agents must ensure that total gross weight of all shipments on Code J pallets identified in card columns 72-76 of the tab card or pallet header record matches the gross weights of individual shipments identified in card columns 72-76 of the prime card for each shipment.

(b) In the event the aerial port weighs the pallet and the tare weight of the pallet is plus or minus 150 pounds of the original weight indicated in card columns 72-76 of the prime card, the pallet is considered out of tolerance and will be turned back to the transportation service provider or port agent to resolve the difference in weights. Transportation service providers will have to break down the pallet and weigh each piece or correct their documentation.

TABLE 1

Preparation of the Pallet Header Record for Each Pallet Load of Code J

TCMD COLUMNS	REQUIRED INFORMATION
1-3	"TAB" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-19	Blank
20	Blank
21-23	Appropriate AMC origin terminal code (see Appendix 13A)
24-26	Appropriate AMC destination terminal code (see Appendix 13A)
27	"F" (constant)
28-29	Blank
30-46	ITGBL transportation service provider CRI (see item 1103b(4) for instructions on constructing a CRI for each pallet header record).
47-52	Consignee DODAAC
53	"2" (constant)
54	Blank
55-57	Height of pallet in inches, i.e., 72 = 072.
58-60	Blank
61	Enter "N"
62-63	Enter "10"
64-67	Blank
68-71	Total pieces on pallet, i.e., 48 pieces = 0048.
72-76	Total gross weight of loaded (pallet, i.e. 100 lbs = 0.)
77-80	Cube of pallet (in cubic feet), (i.e. 100 cu ft = 0100.)

TABLE 2

Preparation of the Prime Card for Each Shipment on a Pallet

TCMD COLUMNS	REQUIRED INFORMATION
1-3	"TFD" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-17	Blank
18-19	"JZ" (constant)
20	"A" (constant)
21-23	Appropriate AMC origin terminal code (see Appendix 13A)
24-26	Appropriate AMC destination terminal code (see Appendix 13A)
27	"F" (constant)
28-29	Blank
30-46	Individual shipment unit TCN from PPGBL.
47-52	Consignee DODAAC
53	"2" (constant)
54-56	Required delivery date (RDD) of individual shipment.
60-62	Blank
63	Blank
64-67	TAC (from PPGBL) for individual shipments.
68-71	Pieces in individual shipment, i.e., 48 pieces = 0048.
72-76	Weight of individual shipment, i.e., 100 lbs = 00100.
77-80	Cube (in cubic feet), of individual shipment, i.e., 100 cu ft = 0100.

TABLE 3

Preparation of Trailer Cards for Individual Shipments on a Pallet

TCMD COLUMNS	REQUIRED INFORMATION
1-3	"TFH" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-17	Blank
18-19	"JZ" (constant)
20	"A" (constant)
21-23	Appropriate AMC origin terminal code (see Appendix 13A)
24-26	Appropriate AMC destination terminal code (see Appendix 13A)
27	"F" (constant)
28-29	Blank
30-46	Individual shipment unit TCN from PPGBL.
47-52	Consignee DODAAC
53	"2" (constant)
54-66	Owner's name (last)
67-68	Owner's initials
69-70	Owner's grade, i.e., Captain = "03", MSG = "E7", and civilian = "CV"
72-76	Blank
77-80	SCAC

Item 1105 ***Movement from Overseas to CONUS***

a. Overseas Port Agent's Responsibilities:

(1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Shipments with 20 days or less remaining to the RDD will be delivered to the AMC terminal within 72 hours after arriving at the port agent's facility. Shipments with over 21 days remaining to the RDD will be held for consolidation. However, when the aerial port and port agents agree there is not sufficient tonnage being generated to build pallet loads, Code J shipments will be delivered to the AMC air terminal within 72 hours after arriving at the port agents facility

(2) Transportation Control and Movement Documentation (TCMD): Port agents are responsible for preparing a TCMD on punch cards for each pallet load or individual Code J UB shipment delivered to the AMC terminal. Transportation service providers are responsible for ensuring their port agents have the necessary equipment for preparing TCMDs. The port agents will provide TCMD information on computer diskette(s) to the origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

(3) Constructing a TCN for each pallet: Transportation service providers will construct a TCN for each pallet. The TCN will be placed in Block No. l0 (Transportation Control Number) on all pages of the TCMD. The transportation service provider TCN will include: "OO, transportation service provider code, Julian day TCMD prepared, "L" (stands for 463L pallet), transportation service provider pallet ID number (number assigned by ITGBL transportation service provider for pallet identification), LSG.

Example: *OO ABCD4l80 *L 00l *LSG.

Constant Code	TSP Code*	Calendar Year	Julian Day TCMD Prepared	Constant Code	Pallet ID No.	Com. Code
OO	- - - -	- -	- - - -	L	001	LSG
- -	- - - -	- -	- - - -	-	- - -	- - -
- -	- - - -	- -	- - - -	-	- - -	- - -

"00", "L," and "LSG" are constant and must be shown in same position in each TCN constructed by transportation service provider. First pallet loaded on Julian day shown, continue sequentially for other pallets loaded the same day, i.e., First pallet = "00l," Second pallet = "002." The TCN will be typed in Block No l0 of the TCMD. The transportation service provider TCN must appear on all copies of the TCMD and will also appear on the pallet placard in full view for immediate pallet identification by transportation service provider personnel, AMC, and U.S. Customs. Port agents will enter "MIXD" when pallets contain shipments for different transportation service providers and different aerial port of debarkation (APOD) agents. The port agents will provide TCN information on computer diskette(s) to origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

(4) The transportation data (blocks l through 3l) entered on the first page of the TCMD need not be duplicated on the remaining pages, but the TCN (block l0) and the correct sequential page number must appear on all pages of the TCMD.

(5) Preparation of the TCMD for pallet loads of Code J baggage:

(a) HEADER DATA:

TCMD COLUMNS	REQUIRED INFORMATION
1	"TAB" (constant).
2	Transportation service provider leave blank; APOE will fill in a pallet control number prior to transmittal of header and individual shipment data to the Airlift Clearance Authority (ACA).
3-4	Leave blank.
5	"A" (constant).
6	Appropriate AMC origin terminal code (see Appendix 13A).
7	Appropriate AMC destination terminal code (see Appendix 13).
8	“P" (constant).
9	"PT" (constant).
10	ITGBL TSP TCN.
11	In-the-clear name of the APOD where pallet should be returned to transportation service provider.
12	"2" (constant).
13-21	Blank.
22	Total pieces on pallet.
23	Total weight of pallet.
24	Cube of pallet (in cubic feet).
25-31	Blank.

(b) SHIPMENT DATA (First line for each shipment unit):

32	"TFD" (constant).
33	Transportation service provider leave blank; APOE will fill in pallet control number prior to transmittal of header and shipment data to 7
34	DODAAD Code of Origin PPSO (from origin PPSO).
35	"JZ" or, for in bond shipments, "JI."
36a	"A" (constant).
36b	APOE Code.

37	APOD Code.
38	"P" (constant)
39	"BX" (constant)
40	Individual Shipment Unit TCN (from PPGBL).
41	DODAAD Code of Destination PPSO (from origin PPSO).
42	"2" (constant)
43a	RDD of Individual Shipment
43b-43d	Blank
43e	TAC (from PPGBL) for individual shipment
44a	Pieces in Individual Shipment
44b	Weight of Individual Shipment
44c	Cube (in cubic feet) of Individual Shipment

(c) OWNER DATA (Second line for each shipment unit):

32	"TFH" (constant)
33	TSP leave blank; for APOE use
34-39	Leave Blank
40	TCN from "TFD" line
4l-42	Leave Blank
43a-43d	Member's Name (Last, First, and Middle Initial)
43e	Member (s) Grade (i.e., O-3, E-6, etc.)
44a	SCAC
44b-44c	Leave Blank

(6) In those instances where more than one page is necessary to complete TCMD documentation, annotate page numbers in the space provided (upper right-hand corner) on the TCMD.

(7) Preparation of the TCMD for individual shipments. These instructions apply when there is insufficient volume to consolidate for a full pallet load.

(a) PRIME DOCUMENT (Header Detail):

TCMD COLUMNS	REQUIRED INFORMATION
1	"TFl" (constant)
2	Transportation service provider Leave Blank
3	DODAAD Code of Origin PPSO (from origin PPSO)
4	"JZ" or, for in bond shipments, "JI"
5	"A" (constant)
6	Appropriate AMC Origin Terminal Code--APOE
7	Appropriate AMC Destination Terminal Code--APOD
8	"P" (constant)
9	"BX" (constant)
10	Individual Shipment (TCN from PPGBL)
11	DODAAD Code of Destination PPSO (from origin PPSO)
12	"2" (constant)
13	Julian Day--RDD
14	Leave Blank
15	Julian Day of Scheduled Pickup (from PPGBL)
16	Estimate Time of Arrival at APOE-Expressed as Code
17	TAC (from PPGBL)
18	Leave Blank
22	Total Pieces in Shipment
23	Total Weight of Shipment
22	Total Cubic Feet of Shipment Indicate Only Whole Number -- Round Fractions to Next Whole Number

(b) OWNERSHIP DATA FOR BAGGAGE (Individual Shipment Data):

32	"TF8" (constant)
33-42	Leave Blank
43a-43d	Owner's Name, Initials

43e	Rank
44a	SCAC
44b-44c	Leave Blank

Item 1106 ***Tracing Procedures***

a. Transportation service providers will trace a Code J shipment on request from a PPSO and make a report as to its location within 72 hours. When a tracer is received on a Code J shipment that has entered the AMC airlift system the following procedures will apply:

(1) Confirm with your port agent the shipment has been delivered to the AMC aerial port. Once this has been determined, contact the applicable air clearance authority (ACA) for lift data. Be certain you are tracing with the correct TCN.

(2) Provide the tracing activity with the name of the APOE, the date you delivered the shipment to the APOE, and all known lift data. Advise the tracing activity if the ACA has not been able to provide lift data.

b. After you provide the information stated above, all further tracers will be initiated by the destination PPSO. However, you are still required to monitor these shipments and submit reports required by paragraph 41E of the Tender of Service when a shipment has not arrived at the APOD with enough time left to meet the RDD.

Item 1107 ***Air Clearance Authorities***

a. ARMY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (256) 955-9764/65, DSN: 645-9764/9764
Fax: Commercial: (256) 955-3246, DSN: 645-3246

b. NAVY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (877) 418-6824
Fax: Commercial: (757) 443-1655; DSN: 646-1655

c. AIR FORCE AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (937) 257-4946, DSN: 787-4946
Fax: Commercial: (937) 257-3185, DSN: 787-3185

d. MARINE CORPS AIRLIFT CLEARANCE AUTHORITY
Telephone: Commercial: (760) 577-6842, DSN: 282-6842
Fax: Commercial: (760) 577-6679, DSN: 282-6679

APPENDIX 11A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

CODE J PALLET PLACARD

NAME:	Excellent Forwarders
PALLET TCN:	00 89305323L013 LSG
APOE:	FRF
APOD:	DOV
PIECES:	25
WEIGHT:	3,450 lbs
CUBE:	318
TYPE:	MIXED OR PURE

CHAPTER XII - SPECIAL RATE AREAS & MAPS

Item 1200 ***General***

This section contains rate area maps and/or explanations which illustrate special rate solicitation information and/or the subdivision of states and countries. All other rate areas encompass the entire state or country.

Item 1201 ***Subdivided Countries/States, No Maps***

Numerous countries and/or states are divided into more than one rate area. The following list is provided to distinguish those areas.

a. ITALY:

Italy (IT)
- 40 TAC Group Aviano
- NSA Naples
- 8th SUP GP Leghorn
- ITO Rome
- USASETAF Vicenza

Sicily (IT10)
- NAF Sigonella

Sardinia (IT20)
- USNSO La Maddalena

b. PORTUGAL:

Portugal (PO)
- USMAAG Lisbon Portugal
- US Nat Support Unit, Lisbon, Portugal

Azores (POO1)
- Lajes Field, Terceira

c. UNITED KINGDOM:

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

d. 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. The metropolitan area associated with local drayage will not be recognized as the boundary of DC for movement of personal property in the ITGBL program.

e. MARYLAND:

All counties and municipalities within the state boundaries.

f. VIRGINIA:

All counties and municipalities within the state boundaries.

Item 1202 ***Subdivided States/Countries, With Maps***

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 and/or state can be found in Appendix 12A.

a. California:

US87 (North)
US88 (South)

b. Florida:

US49 (North)
US4964400 (South)

c. Texas:

US66 (North)
US68 (South)

d. Alaska:

US8101000 (Zone I)
US8190100 (Zone II)
US8030400 (Zone V)
US8050500 (Zone III)
US8142800 (Zone IV) - **OTO Area**

e. Australia:
AS11 (Zone 1)
AS21 (Zone 2)

f. Japan:

JA01 (Central)
JA02 (South)
JA03 (North)
JA96 (Okinawa)

Item 1203 ***Special Rate Information***

a. **Alaska**. Alaska is divided into five rate areas. UB rates (Codes 7 and 8) are the only codes of service solicited under the ITGBL program between CONUS and Alaska. Rates for HHG are solicited between Alaska and certain overseas areas. **Shipments to/from Adak will be handled under the OTO program.**

b. **Australia**. Shipments to/from Western Australia will be handled under the OTO program. Shipments to/from Victoria will be handled under the OTO program. Shipments to/from Tasmania and the city of Townsville will be handled under the OTO program. Additionally, Darwin, and RAAF Tindal and all of the Northern territory (excluding Alice Springs) will be handled under the OTO program.

d. **Baleric Islands**. Shipments to/from Menorca and Mallorca which are a part of the Baleric Islands will move under the OTO program.

e. **Cuba**. Rates for HHG and UB between CONUS and Guatanamo Bay are handled under the DPM procedures. Shipments moving to Havana are moved under the OTO program.

f. **Dominican Republic**. Shipments to/from Dominican Republic will be handled under the OTO program.

g. **Germany**. Shipments to/from Berlin**,** Leipzig, Dresden, Rostock, and Neukirch will be processed under the current OTO program.

h. **Greece**. Shipments to/from Greece will be handled under the OTO program.

i. **Hawaii**. Shipments to/from all neighbor islands of Oahu will be handled under the OTO program. program.

j. **Japan**. Japan consists of four rate areas. Transportation Service Provider approvals will be separate for each rate area.

(1) JA01 Central: Consists of all prefectures in central Japan north of Hyogo prefecture to Yamagata and Miyagi prefectures (but not including these two prefectures), including the installations of Yokota AB; Camp Zama; NAF Atsugi; and NSD Yokosuka.

(2) JA02 South: Consists of all prefectures in southern Japan commencing with Hyogo prefecture, including the installations of Sasebo NB and MCAS Iwakuni.

(3) JA03 North: Consists of all prefectures in northern Japan (Island of Yamagata and Miyagi prefectures), including the installation of Misawa AB.

(4) JA96 Okinawa: Consists of the installations of USAG Makiminato Okinawa, Kadena AB, MCB Camp Butler, and US Fleet Activity, Kadena.

(5) Shipments to/from the island of Hokkaido and outer islands of Okinawa will be handled under the OTO program.

k. **Korea**. Shipment to/from the outer island of Cheju-do will be handled under the OTO program.

l. **Nicaragua**. Shipments to/from Nicaragua will be handled under the OTO program.

m. **Norway**. Shipments to/from Norway will be handled under the OTO program.

n. **Philippines**. Shipments to/from the Philippines will be handled under the OTO program.

o. **Puerto Rico**. Shipments to/from the offshore communities of Vieques and Culebra will be handled under the OTO program.

p. **Sardinia** (IT20). Rate area IT20 is re-designated as the single rate area for Sardinia and will now be handled under the OTO program.

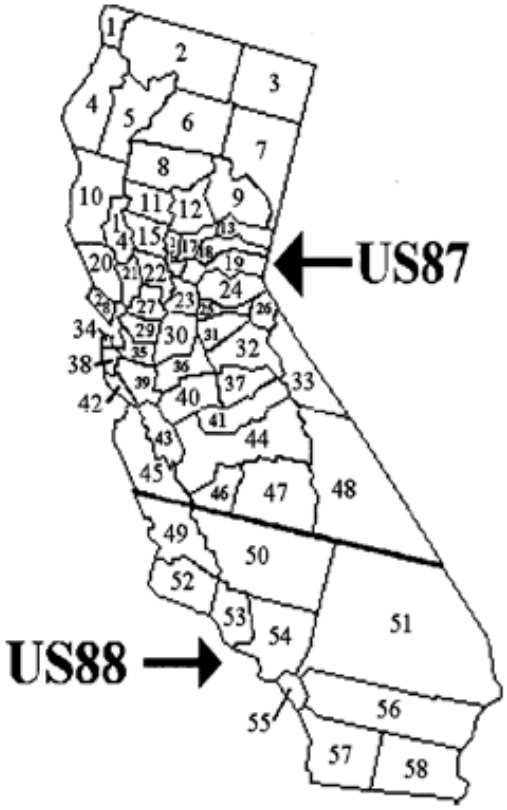
q. **Spain**. Shipments to/from Estaca De Vares, El Ferrol Del Caudillo and Estartit will be handled under the OTO program.

r. **United Kingdom**. The United Kingdom consists of four separate countries: England, Scotland, Wales, and Northern Ireland. However, for our purposes, there are three distinct rate areas. Rates for England and Wales will be found in rate area printout under UK. **Scotland and Northern Ireland are OTO rate areas.**

APPENDIX 12A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-21

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)
Twenty Nine.Palms (LIMT)
JPPSO COS (KKFA)
NAF El Centro, CA (LENL)

COUNTIES

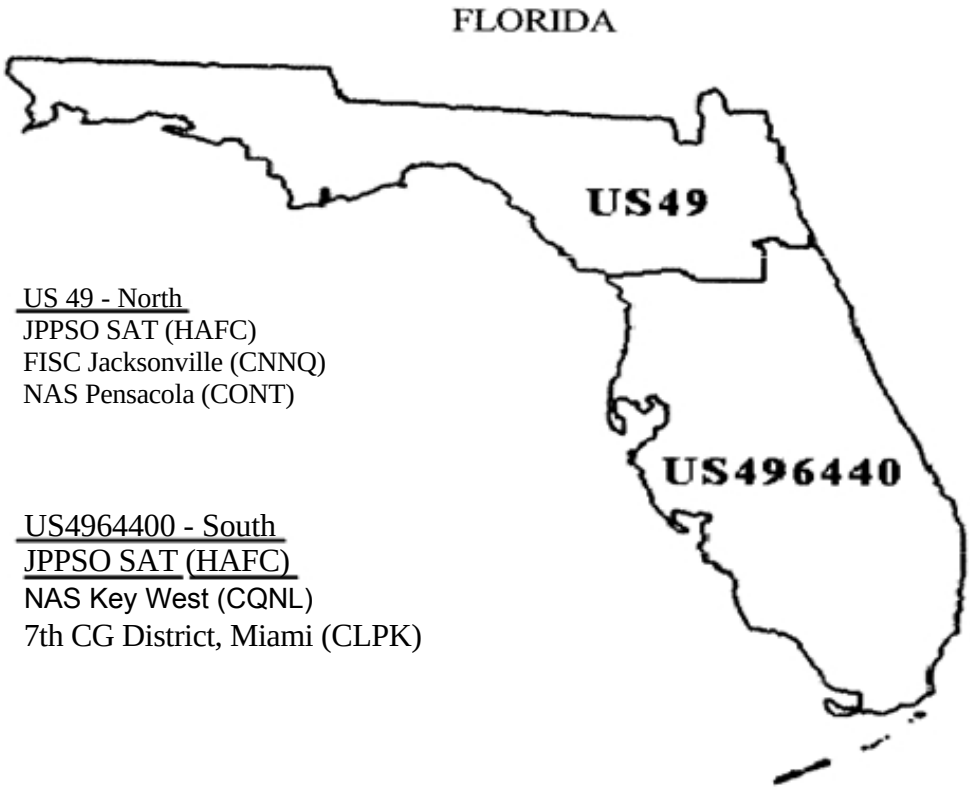
1.	Del Norte	17.	Yuba	33.	Mono	49.	San Luis Obispo
2.	Siskiyou	18.	Nevada	34.	San Francisco	50.	Kern
3.	Modoc	19.	Placer	35.	Alameda	51.	San Bernardino
4.	Humboldt	20.	Sonoma	36.	Stanislauas	52.	Santa Barbara
5.	Trinity	21.	Napa	37.	Mariposa	53.	Ventura
6.	Shasta	22.	Yolo	38.	San Mateo	54.	Los Angeles
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 12B- 1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

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 area indicated.

US49

Alachua
Baker
Bay
Bradford
Calhoun
Clay
Columbia
Dixie
Duval
Escambia
Flagler
Franklin
Gadsden
Gilchrist
Gulf
Hamilton
Holmes
Jackson
Jefferson
Leon
Levy
Liberty
Madison
Marion
Nassau
Okaloosa
Putnam
Santa Rosa
St Johns
Suwannee
Taylor
Union
Wakulla
Walton
Washington

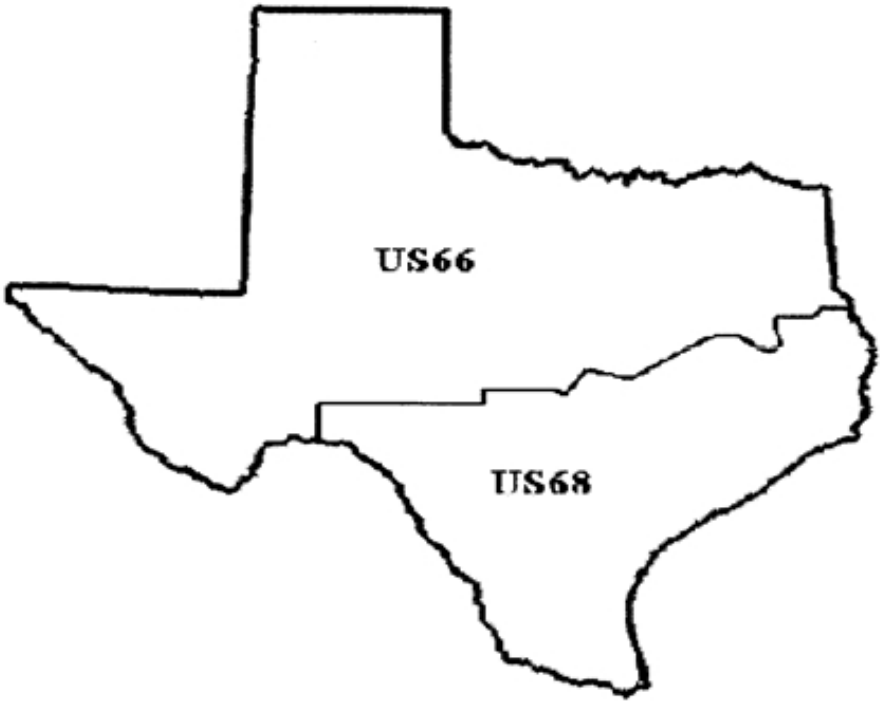
US496440

Brevard
Broward
Charlotte
Citrus
Collier
Date
Glades
Hardee
Hendry
Hernando
Highlands
Hillsborough
Indian River
Lake
Lee
Manatee
Martin
Monroe
Okeechobee
Orange
Osceola
Palm Beach
Pasco
Pinellas
Polk
Sarasota
Seminole
St Lucie
Sumter
Valusia

APPENDIX 12C-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TEXAS



US66 - North

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

US68 - South

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

- Asterisk in dentifies PPSOs located in adjacent states controlling traffic in the rate area indicated.

- Legend located on page 12C-2

APPENDIX 12C-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

TEXAS (COUNTIES)

US66 - North Texas

Anderson Ellis
Andrews Erath
Archer Falls
Armstrong Fannin
Bailey F isher
Baylor Flo yd
Bell Foard
Borden Franklin
Bosque Freestone
Bowie G aines
Brewster Garza
Briscoe Gra y
Brown Gra yson
Burnet G reen
Callahan Greg
Camp Hale
Carson H all
Cass Ham ilton
Castro H ansford
Cherokee Hardeman
Childress Har rison
Classcock Hartle y
Clay Haskell
Cochran Henderson
Coke Hephill
Coleman Hill
Colin Hockley
Collingsworth Hood
Comanche Hopkins
Concho How ard
Cooke Hudspeth
Coryeil Hunt
Cottle Hutchinson
Crockett Irion
Crosby Jack
Culberson Jeff Davis
Dallam Johnson
Dallas Jones
Dawson Kaufman
Deaf Smith Kent
Delta Kim ble
Denton King
Dickens Knox
Donley Lamar
Eastland Lamb
Ector Lanpasas
El Paso Limestone
Lipscomb
Llano
Loving
Lubbock
Lynn
Mantague
Marion
Martin
Mason
McCulloch
McLennan
Menard
Midland
Mills
Mitchell
Moore
Morris
Motley
Navarro
Nolan
Ochiltree
Oldham
Palo Pinto
Panola
Parker
Parmer
Pecos
Potter
Presidio
Rains
Randall
Reagan
Red River
Reeves
Roberts
Ruckwall
Runnels
Rusk
San Saba
Schleicher
Scurry
Shackelford
Sherman
Smith
Somervell
Stephens
Sterling
Stonewall
Sutton
Swisher
Tarrant
Taylor
Terrell
Terry
Throckmorton
Titus
Upshur
Upton
Van Zandt
Ward
Wheeler
Wichita
Wilbarger
Winkler
Wise
Wood
Yoakum
Young

US68 - South Texas

Angelina Kerr
Aransas Kinne y
Atascosa Kleberg
Austin La Salle
Bandera Lavaca
Bastrop Lee
Bee Leon
Bexar Libert y
Blanco Live Oak
Brazoria Madison
Brazos Matago rda
Brooks maveri ck
Burleson McMul len
Caldwell M edina
Calhoun Milam
Cameron Montgo mery
Chambers Nacogdoches
Colorado New ton
Comal Nueces
Crane Orange
DeWitt Polk
Dimmit R eal
Duval Ref ugio
Edwards Robertso n
Fayette Sabine
Fort Bend San Augustine
Frio San Jacinto
Galveston San Patricio
Gillespie Shelby
Goliad Starr
Gonzales T ravis
Grimes T rinity
Guadalupe T yler
Hardin Uvalde
Harris Val Verde
Hays Vict oria
Hidalgo Walker
Houston Waller
Jackson Washington
Jasper Webb
Jefferson Wharton
Jim Hogg Willary
Jim Wells Williamson
Karnes Wilson
Kendall Zapata
Kenedy Zavala

APPENDIX 12D- 1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

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 12E- 1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

AUSTRALIA

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

APPENDIX 12F- 1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

JAPAN

JA01 - Central

Aichi
Atsugi
Camp Zama
Chiba
Fukushima
Gifii
Gunima
Ibaraki
Ishikawa
Kanagawa
Mie
Nagano
Nara
Niigata
Osaka
Saitama
Shiga
Shizouka
Tochigi
Tokyo
Toyama
Wakayma
Yokohama
Yokosuka

JA02 - South

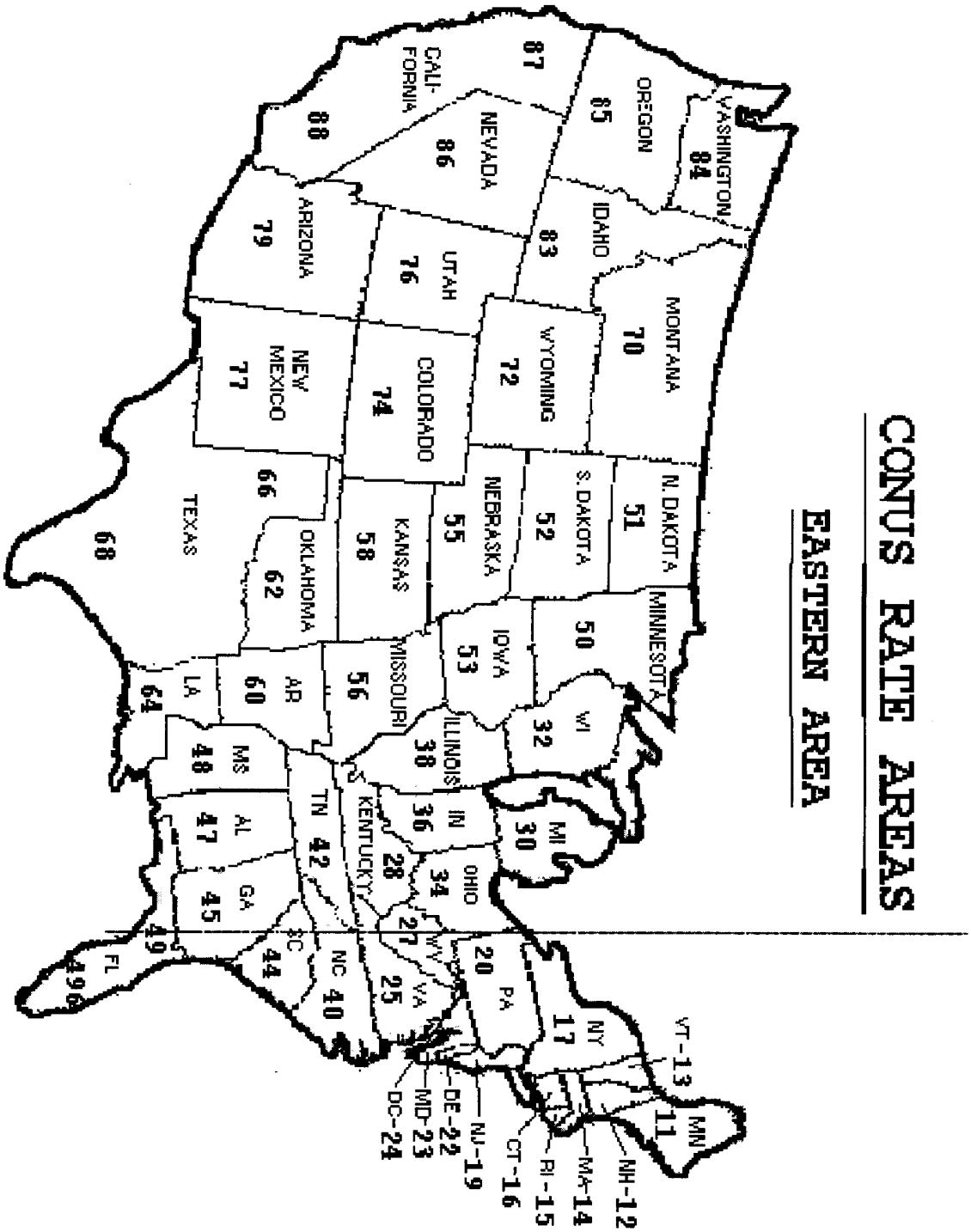
Ehime
Fukuoka
Hyogo
lwakuni
Kagawa
Kogoshima
Kochi
Kumamoto
Miyazaki
Nagasaki
Oita
Okayma
Saga
Sasebo
Shimane
Tokushima
Tottori
Yamaguchi

JA03 - North

Akita
Aomori
Iwate
Misawa
Miyagi
Yamagata

JA96

Okinawa


CONUS RATE AREAS
EASTERN AREA
WASHINGTON 84
OREGON 85
CALI-FORNIA 88
NEVADA 86
IDAHO 83
MONTANA 70
ARIZONA 79
UTAH 76
WYOMING 72
N. DAKOTA 51
S. DAKOTA 52
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OKLAHOMA 62
KANSAS 58
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PA 20
NY 17
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MN 11
NH-12
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DC-24
VA 25
NC 40
TN 42
SC 44
GA 45
AL 47
MS 48
AR 60
LA 64
FL 49
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CHAPTER XIII - AERIAL AND SURFACE PORTS

Item 1300 ***General***

The water and aerial ports designated for movement of Code 5, T, and J shipments, as of the date of this solicitation are shown in the appendices to this chapter.

Item 1301 ***Code J Ports***

Code J shipments will be routed via the aerial ports listed in Appendix A.

Item 1302 ***Code T Ports***

Appendix B shows the aerial ports used for movement of Code T shipments between CONUS and overseas rate areas. Routings may vary in accordance with AMC Channel Listing.

Item 1303 ***Code 5 Ports***

Ports designated for Code 5 shipments may be revised during the cycle because of operational capabilities. Changes are announced by amendment to DOD 4500.32-R. Code 5 ports are shown in Appendix C.

Item 1304 ***Alternate Ports***

When the designated port is changed during a rate cycle, the origin PPSO will certify the use of alternate port, either water or aerial. Certification will contain the original port, revised port, and increase/decrease in mileage. If the shipment is directed to a port other than that shown on the TCMD, a Government representative at the port will provide the Transportation Service Provider a certificate showing the water/aerial port used, indicating where the shipment was received from or returned to the custody of the Transportation Service Provider. These certificates must accompany the original PPGBL and other documentation to support billing in accordance with Chapter V of this solicitation.

Item 1305 ***Revisions***

Each solicitation package will contain updated port information, if necessary.

Item 1306 ***Code 3 Ports***

Water ports designated for the movement of Code 3 between CONUS and selected overseas rate areas (see Appendix E).

Item 1307 ***Code 4 Ports***

Water ports designated for the movement of Code 4 between CONUS and overseas rate areas (see Appendix D).

Item 1308 ***Code 5 Contract Facilities***

Code 5 designated ports may use contractors located in outlying areas. Transportation Service Providers will be required to pickup and/or deliver property at these facilities, therefore, the SFR should reflect this service when facility is located within 50-mile radius of the port. Item 528 will apply if facility is located beyond 50-mile radius.

APPENDIX 13A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

CODE J PORT DESIGNATION
(EFFECTIVE OCTOBER 1, 2010)

THE FOLLOWING DESIGNATES THE NORMAL MILITARY AIR TERMINALS UTILIZED IN SERVICING SHIPMENTS MOVING UNDER CODE J BETWEEN ALL STATES AND OVERSEAS AREAS.

BETWEEN

		JA01**		BE*	BA		
	GQ**	JA02**		GE	IT10	IT (ex NAPLES)	
	JA96**	JA03**	AS11**	NL*	NAPLES IT	UK	
STATE	US89**	KS**	AS21**	TU	SP	UK76	PO01

AND

ALL	SUU	SUU	SUU	WRI/DOV	NGU	WRI	WR1

* Shipments between the Netherlands/Belgium and CONUS transit Ramstein. Transportation Service Providers are responsible for movement to/from Ramstein to Netherlands and Belgium.

** Shipments destined to the State of Washington from the Pacific theatre will be delivered to McChord AFB, WA (TCM). All other shipments to/from the Pacific will continue to be delivered to Travis AFB, CA (SUU).

+ Shipments will enter WRI as the primary port and DOV as an overflow port. Refer to Item 529 (Alternate Port) for further guidance

LEGEND:

NGU-NAS, Norfolk, VA	SUU- Travis AFB, CA	DOV - Dover AFB, DE
TCM - McChord AFB, WA	WRI- McGuire AFB, NJ	

OVERSEAS AMC TERMINALS FOR CODE J SHIPMENTS

COUNTRY	AMC TERMINAL	TERMINAL CODE
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
WOOMERA (AS21)	WOOMERA	UMR
AZORES	LAJES FIELD	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON AFB	UAM
HAWAII	HICKAM AFB	HIK
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
OKINAWA	KADENA AB	DNA
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB
	INCIRLIK	ADA
UNITED KINGDOM	MILDENHALL AB	MHZ

APPENDIX 13B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

CODE T PORT DESIGNATION
(EFFECTIVE OCTOBER 1, 2010)

THE FOLLOWING DESIGNATES THE NORMAL MILITARY AIR TERMINALS UTILIZED IN SERVICING SHIPMENTS MOVING UNDER CODE T BETWEEN ALL STATES AND OVERSEAS AREAS:

BETWEEN

					BAH, GR29,		
		JA01**		BE*	IC, IT10,		
	GQ**	JA02**		GE	IT20(1)	IT (ex NAPLES)	
	JA96**	JA03**	AS11**	NL*	NAPLES	UK	
STATE	US89**	KS **	AS21**	TU	RQ, SP	UK76	PO01

AND

ALL	SUU	SUU	SUU	WRI/DOV	NGU	WRI	WRI

Note: Intra-theater shipments moving between Australia and Pacific areas are routed from Australia POEs to Hickam AFB, Hawaii to final destination APOD via AMC airlifts. Shipments that are short landed at Norton AFB, CA, will be moved via opportune airlift or under ASIF expense.

* Shipments between the Netherlands/Belgium and CONUS transit Ramstein. Transportation Service Providers are responsible for movement to/from Ramstein to Netherlands and Belgium.

** Shipments destined to the State of Washington from the Pacific theatre will be delivered to McChord AFB, WA (TCM). All other shipments to/from the Pacific will continue to be delivered to Travis AFB, CA (SUU).

+ Shipments will enter WRI as the primary port and DOV as an overflow port. Refer to Item 529 (Alternate Port) for further guidance.

LEGEND:

NGU - NAS, Norfolk, VA
TCM - McChord AFB, WA
SUU - Travis AFB, CA
WRI - McGuire AFB, NJ
DOV - Dover AFB, DE

(1) La Maddalena only

OVERSEAS AMC TERMINALS FOR CODE T SHIPMENTS

COUNTRY	AERIAL PORT USED	AMC CODE DESIGNATON
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
WOOMERA (AS21)	WOOMERA	UMR
AZORES	LAJES	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
CRETE	IRAKLION	VWH
ENGLAND	MILDENHALL	MHZ
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON	UAM
HAWAII	HICKAM AFB	HIK
ICELAND	KEFLAVIK	KEF
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
LA MADDALENA (IT20)	OLBIA (VIA NAPLES)	OLB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RHEIN MAIN	FRF
OKINAWA	KADENA	DNA
PUERTO RICO	ROOSEVELT ROADS	NRR
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	INCIRLIK	ADA

CODE 5 PORT DESIGNATION
(EFFECTIVE OCTOBER 1, 1999)

State	IC PO01	State	IC PO01
US11 ME	1MJ	US49 FL-N	1MJ
US12 NH	1MJ	US496 FL-S	1MJ
US13 VT	1MJ	US50 MN	1MJ
US14 MA	1MJ	US51 ND	1MJ
US15 RI	1MJ	US52 SD	1MJ
US16 CT	1MJ	US53 IA	1MJ
US17 NY	1MJ	US55 NE	1MJ
US19 NJ	1MJ	US56 MO	1MJ
US20 PA	1MJ	US58 KS	1MJ
US22 DE	1MJ	US60 AR	1MJ
US23 MD	1MJ	US62 OK	1MJ
US24 DC	1MJ	US64 LA	1MJ
US25 VA	1MJ	US66 TX-N	1MJ
US27 WV	1MJ	US68 TX-S	1MJ
US28 KY	1MJ	US70 MT	1MJ
US30 MI	1MJ	US72 WY	1MJ
US32 WI	1MJ	US74 CO	1MJ
US34 OH	1MJ	US76 UT	1MJ
US36 IN	1MJ	US77 NM	1MJ
US38 IL	1MJ	US79 AZ	1MJ
US40 NC	1MJ	US83 ID	1MJ
US42 TN	1MJ	US84 WA	1MJ
US44 SC	1MJ	US85 OR	1MJ
US45 GA	1MJ	US86 NV	1MJ
US47 AL	1MJ	US87 CA-N	1MJ
US48 MS	1MJ	US88 CA-S	1MJ

LEGEND:

1MJ - Norfolk, VA

OVERSEAS TERMINAL FOR CODE 5 SHIPMENTS

COUNTRY	PORT USED	PORT DESIGNATOR	AREAS SERVED
AZORES, The	Praia Da Victoria	GA3	Azores

NOTES:

*** Routing per overseas PPCIG.**

CODE 4 PORTS OF EMBARKATION AND DEBARKATION

SERVICING PORTS	BETWEEN CONUS AND: (UNLESS OTHERWISE DESIGNATED)
BALTIMORE CHARLESTON HOUSTONSAN JACKSONVILLE LOS ANGELES NEW ORLEANS NEW YORK NORFOLK FRANCISCO SAVANNAH SEATTLE WILMINGTON	BELGIUM CRETE ENGLAND GERMANY GREECE GUAM IRELAND ITALY JAPAN KOREA NETHERLANDS OKINAWA PANAMA PUERTO RICO SCOTLAND SPAIN
BALTIMORE CHARLESTON HOUSTO NEW ORLEANS NEW YORK NORFOLK WILMINGTON	NORWAY PORTUGAL SAUDI ARABIA TURKEY
CHARLESTON LOS ANGELES NEW YORK NORFOLK SAN FRANCISCO SEATTLE WILMINGTON	AUSTRALIA NEW ZEALAND
LOS ANGELES SAN FRANCISCO SEATTLE	HAWAII (Eastbound only)
SEATTLE	ALASKA
BALTIMORE CHARLESTON LOS ANGELES NEW YORK NORFOLK SAN FRANCISCO SAVANNAH SEATTLE WILMINGTON	HAWAII (Westbound only)

CODE 3 PORTS OF EMBARKATION AND DEBARKATION

SERVICING PORTS		BETWEEN CONUS AND: (UNLESS OTHERWISE DESIGNATED)
CONUS	***OVERSEAS***	
LONG BEACH LOS ANGELES OAKLAND SEATTLE TACOMA	KOBE NAGOYA OSAKA TOKYO YOKOHAMA HAKATA	JAPAN
LONG BEACH LOS ANGELES OAKLAND SEATTLE TACOMA	NAHA	OKINAWA
LONG BEACH LOS ANGELES OAKLAND SEATTLE TACOMA	PUSAN	KOREA

CHAPTER XIV - PPSO LISTING/RATE AREAS/SPLC CODES

Item 1400 ***General***

This chapter provides the location for PPSO information for the purpose of filing letter of intents (LOIs) in order to participate in traffic from designated rate areas.

Item 1401 ***Letter of Intent***

Transportation Service Providers will have LOIs on file at each PPSO within a rate area prior to the initial filing date if they intend to file rates for the affected rate area. To obtain PPSO information go to www.sddc.army.mil.

Item 1402 **Reserved for Future Use**

Item 1403 ***SPLC Codes***

These codes are used for identifying rate areas used in the ITGBL program and must be used for identification of rate areas when filing rates. Incorrect codes will result in computer rejection of rates. (See Appendix 14B.)

Item 1404 ***CONUS Rate Area Map***

The rate areas within CONUS are identified for quick reference. (See Appendix 14B.)

APPENDIX 14A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RESERVED FOR FUTURE USE

APPENDIX 14B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

CONUS SPLC CODES

RATE AREA	SPLC	ABBREVIATIONS
ALABAMA	US47	ALA
ARIZONA	US79	ARZ
ARKANSAS	US60	ARK
CALIFORNIA-NORTH	US87	CAL
CALIFORNIA-SOUTH	US88	CAL
COLORADO	US74	COL
CONNECTICUT	US16	CONN
DELAWARE	US22	DEL
DISTRICT OF COLUMBIA	US24	DIC
FLORIDA-NORTH	US49	FLA
FLORIDA-SOUTH	US4964400	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

APPENDIX 14B-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA	SPLC	ABBREVIATIONS
RHODE ISLAND	US15	RH-IS
SOUTH CAROLINA	US44	S-CAR
SOUTH DAKOTA	US52	S-DAK
TENNESSEE	US42	TENN
TEXAS-NORTH	US66	TEX
TEXAS-SOUTH	US68	TEX
UTAH	US76	UTAH
VERMONT	US13	VT
VIRGINIA	US25	VIR
WASHINGTON	US84	WASH
WEST VIRGINIA	US27	W-VA
WISCONSIN	US32	WISC
WYOMING	US72	WYO

OVERSEAS SPLC CODES

RATE AREA	SPLC	ABBREVIATIONS
ALASKA (ZONE)		
I	US8101000	ALASKA
II	US8190100	ALASKA
III	US8050500	ALASKA
IV	US8142800	ALASKA
V	US8030400	ALASKA
AUSTRALIA	AS11	AUSTL
	AS21	AUSTL
AZORES	PO01	PORTG
BELGIUM	BE	BELG
CRETE	GR29	CRETE
GERMANY	GE	GERMY
GUAM	GQ	GUAM
HAWAII	US89	HAWAII
ITALY	IT	ITALY
JAPAN - CENTRAL	JA01	JACNT
JAPAN - SOUTH		
(excluding Hokkaido)	JA02	JAN-S

APPENDIX 14B-3

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RATE AREA	SPLC	ABBREVIATIONS
JAPAN - NORTH	JA03	JAN-C
KOREA	KS	KORES
NETHERLANDS, The	NL	NETHR
OKINAWA	JA96	OKINA
PORTUGAL	PO	PORTG
PUERTO RICO	RQ	PUERTO
SARDINIA	IT20	SARDI
SICILY	IT10	SICLY
SPAIN	SP	SPAIN
TURKEY	TU	TURKY
UNITED KINGDOM (England and Wales)	UK	UNKIN

RESERVED FOR FUTURE USE

CHAPTER XVI - CODE 3

Item 1600 ***Purpose***

This chapter contains information on the terms, conditions, and procedures for Code 3 HHG shipments.

Item 1601 ***Application and Scope***

a. Code 3 service applies to international HHG shipments moving between CONUS and Japan (JA01, JA02, and JA03), Okinawa (JA96), and Korea (KS).

b. The administrative requirements, terms, conditions, rules, and service requirements contained in this solicitation apply to Code 3 shipments. The accessorial requirements and schedules of rates and charges contained in Chapter V apply. In addition to the above information, Code 3 movements are subject to the operational procedures outlined in this Chapter.

Item 1602 ***Administrative Requirements***

a. Code 3 Approval. SDDC-approved Transportation Service Providers having Code 4 approval to transport HHG shipments to/from Japan, Okinawa, and Korea are approved for Code 3 movements. These Transportation Service Providers are automatically granted ordering authorization to book containers/shipments under the SDDC Operations Center Universal Service Shipping Contract (USC).

b. Letters of Intent (LOI)s. To participate in Code 3 traffic, a Transportation Service Provider must have an accepted HHG LOI on file at every PPSO to cover the entire rate area for which rates are filed. LOI requirements contained in Item 300b apply. LOIs filed with, and accepted by, PPSOs for Code 4 service are valid for Code 3 service to the extent the agent list is current.

c. Participation. Transportation Service Provider participation and/or rate submission for Code 3 service is optional.

Item 1603 ***Definition***

Code 3 service is defined as the through movement of HHG in Type II -approved containers whereby a Transportation Service Provider provides origin services, linehaul service from origin residence to a commercial ocean terminal, ocean transportation (using SDDC Operations Center-negotiated rates to a commercial port of discharge), line haul to destination residence, and destination services.

Item 1604 ***Application of Transportation SFR***

a. The transportation SFR for Code 3 shipments will include all services as stated in Item 432 of Chapter IV, except over-ocean transportation charges. SDDC Operations Center over-ocean rates between CONUS ports and designated overseas ports, as published in the SDDC Operations Center USC Contract, will be used for the ocean segment. The Transportation Service Provider is responsible for through movement and all services associated with origin services, line haul, consolidation, port handling, and delivery.

b. Transportation Service Provider submitting Code 3 SFRs agree to adhere to the administrative instructions associated with the ordering authorization for the purpose of using the ocean rates under the SDDC Operations Center USC Contract.

Item 1605 ***Ordering Authority***

a. General. Transportation Service Providers approved to participate in Code 4 service between the rate areas identified in
Item 1601a and filing Code 3 rates between these rate areas are authorized to use the SDDC Operations Center ocean rates. This authority is limited to the scope specified herein and subject to Government oversight.

b. Ordering Authorization.

(1) Transportation Service Providers with accepted Code 3 rates are authorized to use the SDDC Operations Center USC Contract to book ocean containers/shipments for over-ocean movement. Ordering authority is limited to the booking of DOD-sponsored household goods shipments on a port-to-port basis.

(2) Transportation Service Providers are responsible for complying with the procedures prescribed herein.

(3) SDDC will provide ocean Transportation Service Providers with notice of the ITGBL Transportation Service Providers authorized to book ocean containers/shipments and issue shipping orders against the SDDC Operations Center USC Contract.

(4) Transportation Service Providers failing to comply with the administrative instructions herein will be subject to disqualification pursuant to Item 313.

Item 1606 ***Administrative Instructions for Ocean Container/Shipment Bookings***

a. General. Only Transportation Service Providers with SDDC-accepted Code 3 rates may offer bookings under the SDDC Operations Center USC Contract.

b. Ocean Container/Shipment Booking.

(1) Code 3 container/shipment bookings will be offered to the ocean Transportation Service Provider in the following sequence unless instructed otherwise by SDDC:

(a) To the low cost Transportation Service Provider.

(b) If the container/shipment booking is not accepted by the low cost ocean Transportation Service Provider it will then be offered to the next low cost ocean Transportation Service Provider.

(2) If an ocean Transportation Service Provider does not accept the container/shipment booking, it shall be documented in accordance with Item 1606d.

c. Delivery Order.

(1) The ITGBL Transportation Service Provider ordering ocean transportation services will issue a delivery order in a format as mutually acceptable by the parties (DAMT01-03-D-XXXX, page 9, para 6.2.3) for each container/shipment offered and/or booked. The delivery order shall be evidence of ownership and will constitute the contract of carriage issued to the contractor.

(2) The ITGBL Transportation Service Provider ordering ocean transportation services will provide a completed **delivery order**, to the ocean Transportation Service Provider and any ITGBL co-loading Transportation Service Providers for each container booked, along with any standard customs documentation not later than the time of vessel sailing to which the cargo is loaded or later if agreed upon in writing by the ocean Transportation Service Provider. The ITGBL Transportation Service Provider accepts full responsibility for any frustration of cargo as a result of failure to provide appropriate documentation.

d. Ocean Transportation Service Provider Refusals.

(1) Code 3 container/shipment booking refusals by any or all ocean Transportation Service Provider(s) shall be documented by signature of the ocean Transportation Service Provider in the block designated "OTHER PARTICULARS" of the delivery order. The completed delivery order shall be faxed to the declining ocean Transportation Service Provider for certification/signature. The ocean Transportation Service Provider will certify/sign and return the form to the ITGBL Transportation Service Provider within 24 hours. If the signed form is not returned by the declining ocean Transportation Service Provider within 24 hours, the ITGBL Transportation Service Provider shall self-certify as to the refusal of cargo, indicating the ocean Transportation Service Provider failed to return an executed copy within 24 hours. The self-certification shall include the signature of the ITGBL Transportation Service Provider's representative and a statement that the 24-hour time period has expired and the ocean Transportation Service Provider has failed to return the delivery order. A copy of the documented refusal shall be faxed to SDDC, ATTN: SDPP-PO, within 48 hours of the ocean Transportation Service Provider's refusal or failure to certify the form.

(2) The **delivery order**, must be submitted with the transportation service Provider's billing in order to support compensation of ocean charges for use of other than the low cost ocean Transportation Service Provider.

(3) If the container/shipment booking is not accepted by any ocean Transportation Service Provider, the ITGBL Transportation Service Provider will report the failure of the ocean Transportation Service Providers to provide service to SDDC, ATTN: SDPP-PO.

e. Use of Foreign Flag Shipping. The provisions contained in Item 431 apply if Code 3 shipments are declined by all U.S. flag ocean Transportation Service Providers.

f. Ocean Container Detention Charges. The Transportation Service Provider ordering services from the ocean Transportation Service Provider is responsible for payment of container detention charges, without reimbursement from the Government, in the amount set forth in the SDDC Operations Center USC Contract.

Item 1607 ***Ocean Container Utilization***

a. SDDC Operations Center ocean rates are based on rates per measurement ton utilizing 100 percent of the inside cubic capacity of the ocean container. Transportation Service Providers shall maximize the net weight of HHGs loaded in the ocean container.

b. Compensation of ocean charges are predicated on a density factor.. The ocean charges reimbursable to the Transportation Service Provider are predicated on maximum container utilization in accordance with Item 1610.

Item 1608 ***Port Information***

a. General. Ocean rates are predicated on use of the CONUS and overseas ports specified in Item 1608b and Appendix 13E. Code 3 shipments must transit the applicable ports of embarkation/debarkation. Port selection is at the discretion of the ITGBL Transportation Service Provider.

b. Port Designation. The ocean charges reflected in Item 1610d apply to use of the following designated ports between CONUS and the applicable rate areas:

BETWEEN CONUS AND JAPAN

CONUS West Coast Ports	Overseas Ports
Long Beach, CA (3H3)	Kobe, Japan (UL3)
Los Angeles, CA (3H1)	Nagoya, Japan (UM6)
Oakland, CA (3D2)	Osaka, Japan (UL2)
Seattle, WA (4D3)	Tokyo, Japan (UM3)
Tacoma, WA (4E1)	Yokohama, Japan (UME)
	Hakata, Japan

BETWEEN CONUS AND OKINAWA

CONUS West Coast Ports	Overseas Port
Long Beach, CA (3H3)	Naha, Okinawa, Japan (UBD)
Los Angeles, CA (3H1)	
Oakland, CA (3D2)	
Seattle, WA (4D3)	
Tacoma, WA (4E1)	

BETWEEN CONUS AND KOREA

CONUS West Coast Ports	Overseas Port
Long Beach, CA (3H3)	Pusan, Korea (UDC)
Los Angeles, CA (3H1)	
Oakland, CA (3D2)	
Seattle, WA (4D3)	
Tacoma, WA (4E1)	

c. Use of Alternate Ports. SDDC will issue instructions regarding use of alternate ports in the event ports reflected in Item 1608b and Appendix 13E cannot be used due to strikes, natural disasters, or other emergencies. If such instructions are received to route through an alternate port, the provisions contained in Item 528 apply.

Item 1609 ***Co-Loading***

Co-loading is the loading of an ocean container with personal property shipments which have been tendered to two or more ITGBL Transportation Service Providers. The following procedures regarding co-loading of Code 3 shipments apply:

a. Code 3 shipments may only be co-loaded in ocean containers with Code 3 shipments.

b. Only ITGBL Transportation Service Providers with ordering authority may co-load Code 3 shipments.

c. If it is determined that Code 3 and non-Code 3 shipments are co-loaded, ITGBL Transportation Service Providers will be subject to disqualification pursuant to Item 313.

Item 1610 ***Ocean Compensation Factor***

a. Payment of Ocean Charges to Ocean Transportation Service Providers.

(1) The ITGBL Transportation Service Provider ordering services from the ocean Transportation Service Provider is responsible for payment of ocean charges to the ocean Transportation Service Provider.

(2) Ocean services are considered complete 48 hours after the ocean Transportation Service Provider notification to the ITGBL Transportation Service Provider of availability of the container/shipment at the discharge point identified on the delivery order.

(3) Payment of ocean charges by the ITGBL Transportation Service Provider shall be made within 30 days after receipt of an invoice from the ocean Transportation Service Provider or evidence of completion of services as identified in Item 1610a (2) above, whichever occurs later. Failure to pay the ocean Transportation Service Provider within the required time may lead to disqualification from the Code 3 program.

(4) Transportation Service Providers will be compensated for over-ocean costs based on low cost ocean Transportation Service Provider rates or rates charged by the next higher cost ocean Transportation Service Provider when a delivery order is properly completed in accordance with Item 1606d.

b. Nonpayment of Ocean Charges.

(1) ITGBL Transportation Service Providers failing to pay ocean charges in accordance with Item 1610a above will be subject to disqualification pursuant to Item 313.

(2) Set-off action against the Transportation Service Provider for ocean charges, applicable interest, and any other costs incurred for nonpayment of ocean charges will be initiated.

c. Compensation of Ocean Charges to ITGBL Transportation Service Providers. The Transportation Service Provider will be compensated ocean charges based on the net hundredweight of the Code 3 shipment.

d. Ocean Compensation Factors.

(1) Ocean compensation factors are stated in U.S. dollars and cents per net hundredweight.

(2) Ocean compensation factors are predicated on the use of the ports reflected in Item 1608b and Appendix 13E. The ocean costs reflected herein with an effective date of 1 March 2006.

(3) Transportation Service Providers will be compensated for ocean costs based on the minimum density factors by movement channel indicated below.

(4) The ocean compensation factors below are predicated on the following formula:

(a) The cubic foot per forty-foot equivalent unit (FEU) (1701 cu. ft.) multiplied by the density factor identified below equals the net weight per FEU.

(b) The net weight per FEU divided by 100 to determine the number of hundredweights.

(c) The applicable container rate shown below divided by the number of hundredweights to determine the ocean compensation rate.

CONUS West Coast Ports to Specified Rate Areas

Destination	Low TSP	Low Rate	Minimum 40-ft. Container Cost	Second TSP	Second Rate	Minimum 40-ft. Container Cost
Japan						
Okinawa						
Korea						

NOTE: The use of above rates are predicated on meeting the minimum density of 5.4 for Japan, 5.2 for Okinawa, and 5.4 for Korea. The 40-foot standard container cost reflected above is predicated on 59 measurement tons and is the minimum cost per container.

Specified Rate Areas to CONUS West Coast Ports

Origin	Low TSP	Low Rate	Minimum 40-ft. Container Cost	Second TSP	Second Rate	Minimum 40-ft Container Cost
Japan						
Okinawa						
Korea						

NOTE: The use of above rates are predicated on meeting the minimum density of 5.5 for Japan, 6.1 for Okinawa, and 6.5 for Korea. The 40-foot standard container cost reflected above is predicated on 59 measurement tons and is the minimum cost per container.

Legend:

Item 1611 ***Bunker Adjustment Factor***

a. Payment to Ocean Transportation Service Providers. Ocean Transportation Service Provider invoices submitted to the ITGBL Transportation Service Provider will reflect the applicable Bunker Adjustment Factor separately. The ITGBL Transportation Service Provider shall make payments or deductions, as applicable, for each ocean Transportation Service Provider invoice submitted.

b. Reimbursement to ITGBL Transportation Service Providers. ITGBL Transportation Service Providers will be reimbursed for the actual amount paid to the ocean Transportation Service Provider. The Bunker Adjustment Factor will be identified as a separate line item charge on the Public Voucher for Transportation Charges, SF-1113, and supported by the ocean Transportation Service Provider invoice for the actual amount.

Item 1612 ***Currency Adjustment Factor***

a. Payment to Ocean Transportation Service Providers. Ocean Transportation Service Provider invoices submitted to the ITGBL Transportation Service Provider will reflect the applicable Currency Adjustment Factor separately. The ITGBL Transportation Service Provider shall make payments or deductions, as applicable, for each ocean Transportation Service Provider invoice submitted.

b. Reimbursement to ITGBL Transportation Service Providers. The ITGBL Transportation Service Providers will be reimbursed for the actual amount paid to the ocean Transportation Service Provider. The Currency Adjustment Factor will be identified as a separate line item charge on the Public Voucher for Transportation Charges, SF-1113, and supported by the ocean Transportation Service Provider invoice for the actual amount.

Item 1613 ***Billing Procedures***

a. General. The ITGBL Transportation Service Provider will bill under CWA for payment of the transportation charges in accordance with current procedures and the instructions contained in this item.

b. Billing Instructions and Supporting Documentation.

(1) Ocean charges will be identified as a separate line item charge in CWA. Item 1610d must be entered with the appropriate ocean dollar and cents rates, as shown in Item 1610d. These rates are based on a per net hundredweight basis.

(2) Code 3 billings must be supported by the appropriate documents identified in the Tender of Service, Figure A-8, of the Defense Transportation Regulation (DTR), DOD 4500.9R, with the following exceptions:

(a) The delivery order is required in lieu of billing document number 8, commercial ocean bill of lading.

(b) A copy of a delivery order, documented and completed in accordance with Item 1606d must be submitted in order to justify payment for those instances where the low ocean Transportation Service Provider refuses a shipment or use of foreign flag shipping is granted

Item 1614 ***Destination Changes***

a. Termination and Onward Movement. When a Code 3 shipment has arrived at the POE, at the POD, the final destination, or is in SIT, and the destination will require further over-ocean transportation, the shipment shall be terminated and reshipped in accordance with the procedures and charges set forth in Items 522 and 524.

b. Delivery from SIT. When a Code 3 shipment is in SIT and movement to the newly established destination will not require further over-ocean transportation, the destination will be considered a delivery from SIT. The distance between the SIT location and the new destination shall determine rate application.

c. Diversions. When the final destination of a Code 3 shipment not in SIT is changed to a new destination that does not require a further over-ocean transportation and the new destination is more than 30 miles from the original destination, the shipment shall be diverted. The provisions and rate applications in Item 526 apply.

Item 1615 ***SFR Submissions***

a. Requirements. The rate filing instructions contained in Chapter 19 of the solicitation apply and Code 3 rates submissions are subject to the following:

(1) Procedures governing Class 2 rate submissions apply.

(2) The Code 3 position numbers on the record specification formats apply for Code 3 rate submissions.

(3) The I/F administrative high for Code 3 is $373.75.

(4) The minimum rate submission for Code 3 is $30 per hundredweight.

(5) The M/T maximum filing criteria for Code 3 is the low rate plus $75.

b. Code 3 Rate Certifications. Transportation Service Providers certifying Code 3 rates are authorized to book ocean containers/shipments at rate applicable in the SDDC Operations Center USC Contract. This authorization is limited to the channels for which Code 3 rates have been submitted and accepted.

Item 1616 ***Traffic Distribution***

Code 3 shipments will be distributed in accordance with procedures set forth for Class 2 rate channels as specified in Chapter 17. The designated percentage of traffic offered to the low rate setter on any given channel will be based on the percentages reflected in the applicable HHG tonnage estimates.

Item 1617 ***Transit Times***

The Code 4 transit times published in the DOD 4500.9R will apply for Code 3 shipments. Transportation Service Provider appeals for missed RDDs will be evaluated in accordance with TQAP procedures for delays in the Defense Transportation System.

Item 1618 ***Total Quality Assurance Program (TQAP)***

a. The standards of service and procedures contained in TQAP, or latest changes thereto, apply to Code 3 shipments.

b. The applicable semiannual international HHG score will apply to Code 3 shipments.

CHAPTER XVII - TONNAGE ESTIMATES & TRAFFIC DISTRIBUTION
Available on SDDC Website

Item 1700 ***General***

This chapter provides information regarding traffic distribution and tonnage estimates for HHG and UB.

Item 1701 ***Tonnage Estimates***

a. Tonnage data is based on historical records of past shipments only. This historical data is provided merely for Transportation Service Providers to evaluate as to potential tonnage requirements that may be required for both to and from each rate area. Estimates shown are in hundredweight and include all codes of service. Tonnage estimates cannot and should not be relied upon by TSPs as a reliable or accurate predictor of either current or future military transportation requirements that may arise during the solicitation period.

b. Tonnage data is provided only where SDDC historical data indicates a record of movement of government traffic. Historical data may not be an accurate predictor of future military requirements, as actual military transportation requirements may generate shipments between any and all areas during this solicitation period. Transportation Service Providers are encouraged to file rates for all channels they desire to serve.

c. In addition, Transportation Service Providers are advised that the DoD is in the process of implementing the new Defense Personal Property System (DPS). Government traffic is expected to be awarded under the DPS for any number of traffic channels, either prior to or during the effective dates of this solicitation. TSP is reminded that DoD retains the right to award offers of shipments under either this solicitation or the new DPS solicitation during the DPS implementation period. In no event should TSPs assume or rely upon the tonnage estimates provided herein as an accurate predictor of the total number of shipments, or overall shipment volumes that may be awarded under this solicitation. TSPs are encouraged to voluntarily submit rate tenders for both rate solicitations, but are hereby advised that DoD military transportation requirements may be allocated between both rate solicitations that will run concurrently during the DPS phase-in process. In the event that carriers determine that they are not interested in submitting rates during the phase-in time period for DPS, they may consider refraining from participating in this solicitation until the Defense Personal Property System is completed.

Item 1702 ***Traffic Percentages***

The designated percentage for each traffic channel is shown on the tonnage estimate report which is located on SDDC's website at www.sddc.army.mil. No entry in this column indicates a 100 percent channel or traffic moving under OTO procedures. Tonnage may not be shown for all Class 2 channels to/from CONUS. Areas for which there is no tonnage shown will be 50 percent channels. Hawaii is a Class 3 channel.

Item 1703 ***Traffic Distribution***

a. Class 1. The Transportation Service Provider establishing the lowest rate for each Class 1 traffic channel will be offered and is responsible for accepting 100 percent of the traffic. If the primary Transportation Service Provider cancels its rates or is placed in punitive status (i.e., suspension, disqualification, or nonuse), all traffic will be offered to the Transportation Service Provider at the next rate level. That Transportation Service Provider should be willing and is expected to handle all traffic.

b. Class 2. The Transportation Service Providers establishing the low rate are offered a prescribed percentage of tonnage from the origin rate area in each individual traffic channel and is responsible for accepting actual tonnage at the primary percentage indicated. Each traffic channel consists of all tonnage moving between PPSOs located within the applicable rate areas. Each PPSO is responsible for distributing tonnage in accordance with percentages provided to ensure that total traffic between rate areas is properly awarded. Example: Traffic for US14 is handled by three PPSOs: JPPSO-NE, MA NSU Scotia, NY, and NETC Newport, RI. Each of the three installations must award traffic originating from its installation to any specific rate area so the prime Transportation Service Provider receives its designated share from that rate area to the destination rate area.

(1) The primary Transportation Service Provider will be offered and is responsible for accepting actual tonnage equal to the primary percentage indicated. For example, if the primary percentage of the traffic channel is 20 percent, the primary Transportation Service Provider will be awarded 20 percent of the tonnage. The other 80 percent of the tonnage will be considered residual and will be shared equally between the primary and equalization Transportation Service Providers. Tonnage refused by the primary and equalization Transportation Service Provider(s) will then be offered to participating Transportation Service Providers.

(2) If two Transportation Service Providers establish an identical low rate, each Transportation Service Provider will be offered the prescribed tonnage for that traffic channel. Example: If two Transportation Service Providers establish the low rate on a 50 percent channel, each Transportation Service Provider will be offered 50 percent.

(3) Once the low rate for each Class 2 traffic channel is determined, all participating Transportation Service Providers will be afforded the opportunity to meet or equalize the low rate. Transportation Service Providers meeting the low rate, or equalization Transportation Service Providers, will in no case, be offered a larger share of the volume on a particular traffic channel than that offered to the Transportation Service Provider(s) establishing the low rate, unless the low rate Transportation Service Provider(s) is (are) suspended or cancels its (their) rates.

Example: If two Transportation Service Providers establish the low rate on a 30 percent channel, each Transportation Service Provider will be offered 30 percent of the traffic. The remaining 40 percent will be offered equally to the equalization and primary Transportation Service Providers. Any remaining traffic refused by the equalization and primary Transportation Service Providers will then be offered to participating Transportation Service Providers.

(4) If no Transportation Service Providers equalize the low rate, then the low rate Transportation Service Provider will be given the option of accepting additional traffic greater than the primary share established for the traffic channel, provided it can be handled in a responsive, efficient, and satisfactory manner. If the low rate Transportation Service Provider refuses the additional traffic, it will be offered to the Transportation Service Providers at higher rate levels.

c. Class 3. All Transportation Service Providers equalizing the low rate will share equally in traffic distribution.

Item 1704 ***Traffic Acceptance***

Prime Transportation Service Providers are required to accept the designated percentage of traffic. Equalization Transportation Service Providers are required to accept an amount equal to the prime's percentage or a designated amount depending on the number of equalization Transportation Service Providers, whichever is less. Participating Transportation Service Providers (other than prime or equalization) which file Class 2 rates agree to accept tonnage, when offered, as indicated below:

50 percent channel	- 12 percent	20 percent channel	- 5 percent
30 percent channel	- 7 percent	10 percent channel	- 2 percent

Transportation Service Providers may be offered and may accept traffic beyond the designated amounts. However, no penalties will be placed on Transportation Service Providers which refuse to accept amounts above the stated percentages.

Item 1705 ***Traffic Awards***

Traffic offerings and allocation will be accomplished by the PPSOs. SDDC and the military services will maintain surveillance to ensure the traffic allocation principles applicable to incentive rate filings are followed.

Item 1706 ***Random Number Table***

The random number table is produced as the TDR and will be established using scores in TQAP. Only when two Transportation Service Providers have the same rate and score equally will this be used.

Random Number Table - IS10

49	**39**	**43**	**48**	**14**
32	**24**	**31**	**13**	**05**
07	**35**	**11**	**16**	**45**
02	**21**	**22**	**23**	**28**
01	**44**	**09**	**40**	**04**
01	**47**	**26**	**46**	**41**
25	**50**	**19**	**27**	**29**
30	**15**	**03**	**38**	**12**
06	**42**	**08**	**36**	**34**
33	**37**	**18**	**17**	**20**

CHAPTER XVIII - CHANNEL CONTROL LISTING
Available on SDDC Website

Item 1800 ***General***

The channel control printout stipulates the open and closed rate fields by classes and codes of service for each origin/destination combination for which rates may be filed. Transportation Service Providers should review their DOD approval and listing prior to filing rates. Transportation Service Providers are encouraged to file compensatory rates and only to those areas where they desire to serve. This listing is located on the World Wide Web at www.sddc.army.mil.

APPENDIX 18A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

ITGBL CONTROL FILES LIST

Channel Control File is located on the World Wide Web at www.sddc.army.mil

SUMMARY OF CHANNEL CONTROL LISTING

OVERSEAS TO CONUS

ORIGIN	CLASS 1	CLASS 2	CLASS 3
AS11	J,8	T,4	
AS21	8	T,4	
BA	J,8,T,4		
BE	J,7,8	T,4	
GE	J,7,8	T,4	
GQ	J,7,8	T,4	
GR29	T,4		
HI (US89)	J,7,8		T,4
IT	J,7,8	T,4	
IT10	J,7,8	T,4	
IT20	7,8	T,4	
JA01	J,7,8	T,3,4	
JA02	J,7,8	T,3,4	
JA03	J,7,8	T,3,4	
JA96	J,7,8	T,3,4	
KS	J,7,8	T,3,4	
NL	J,7,8	T,4	
PO	7,8,4		
PO01	J	5,T	
RQ	7,8	T,4	
SP	J,7,8	T,4	
TU	J,7,8,T,4		
UK	J,7,8	T,4	

SUMMARY OF CHANNEL CONTROL LISTING

CONUS TO OVERSEAS

DESTINATION	CLASS 1	CLASS 2	CLASS 3
AS11		T,4	
AS21	8	T,4	
BA	J,8,T,4		
BE	8	T,4	
GE	J,7,8	T,4	
GQ	J,7,8	T,4	
GR29	T,4		
HI (US89)	J,7,8		T,4
IT	J,7,8	T,4	
IT10	J,7,8	T,4	
IT20	7,8	T,4	
JA01	J,7,8	T,3,4	
JA02	J,7,8	T,3,4	
JA03	J,7,8	T,3,4	
JA96	J,7,8	T,3,4	
KS	J,7,8	T,3,4	
NL	J,7,8	T,4	
PO	7,8,4		
PO01	J	5,T	
RQ	7,8	T,4	
SP	J,7,8	T,4	
TU	J,7,8,T,4		
UK	J,7,8	T,4	
UK76	J,7,8	T,4	

CHAPTER XIX - RATE FILING INSTRUCTIONS

Item 1900 ***Purpose***

This chapter provides procedures and other information required to file international through Government bill of lading (ITGBL) automated SFR in response to SDDC International Personal Property Rate Solicitations and modification letters issued every six (6) months. Also, detailed instructions, formats, and error descriptions/codes for rate filings and cancellations are provided. Any changes or items of particular significance unique to each cycle will be included by page changes in that cycle's rate solicitation letter. Transportation Service Providers filing rates in response to SDDC rate solicitation will use these instructions in conjunction with the rate solicitation letters to ensure a totally responsive rate filing.

Item 1901 ***Application and Scope***

This instruction is applicable to DOD-approved Transportation Service Providers eligible to transport HHG and UB between designated rate areas in ITGBL service, including inter-theater and intra-theater shipments but not intra-county shipments (intra-county rates are filed with the appropriate overseas theater command). These instructions provide procedures for filing and canceling rates prior to and during applicable rate cycles.

Item 1902 ***Industry Rate Submissions***

Transportation Service Providers are solely responsible for the submission and quality control of their rates. The failure of submissions to actually arrive in the anonymous File Transfer Protocol (FTP) computer at SDDC by the designated filing date will result in non-acceptance of the submissions. Transportation Service Providers/ADP firms are responsible for the selection and actions of their on-line service provider. Transportation Service Providers are also responsible for any internal company computer security and control/use of issued passwords for access to the FTP computer. SDDC may, however, grant Transportation Service Providers/ADP firms one additional opportunity, within four (4) working hours after notification by SDDC, to submit a new FTP file if the original file fails to process or a complete loss in transmission before the filing deadline is proven.

Item 1903 ***Responsive Offers***

Competitive rates submitted under this program will be received from DOD-approved Transportation Service Providers and forwarders. Any and all rates received may be rejected because of unreasonably higher or lower price.

Item 1904 ***Responsible Transportation Service Provider***

A Transportation Service Provider meeting the requirements contained in Appendix B (Tender of Service) of the Defense Transportation Regulation DOD 4500.9-R.

Item 1905 ***Rate Filing Prerequisites***

A Transportation Service Provider will have satisfactorily completed the administrative requirements outlined in Chapter 3, prior to participation in the rate filing cycle. Terms and definitions are contained in Chapter 2.

Item 1906 ***Procedures for Filing Rates via FTP***

a. **General**. Transportation Service Providers are solely responsible for the proper preparation, accuracy, and timely submission of their rates. Transportation Service Providers are responsible for establishing quality control procedures and controls that permit their review of rates prior to actual submission to SDDC.

b. **Correction of Previously Submitted Rate Files**. Transportation Service Providers/ADP firms filing rates via FTP prior to the applicable rate filing deadline and subsequently desiring to add, delete, change, or correct one or more rates must submit a complete replacement file prior to the I/F or M/T filing date. Rate submissions after the designated filing date will not be processed.

c. **Use of ADP Servicing Firms**. Transportation Service Providers using ADP firms are required to restrict their use to one firm. Multiple files submitted by one or more firms containing different rates for the same origin-destination record will result in the acceptance of the last submission to SDDC before the required designated date for processing. Transportation Service Providers are solely responsible for the accuracy of their submitted rates.

d. **Procedures for Rate Filing via FTP**. Item 1913 provides detailed technical guidance for properly preparing rate filings in an acceptable format. The Channel Control Listing is forwarded to Transportation Service Providers with each rate solicitation. The listing stipulates open and closed rate fields, by type of service and class of rates, from, to, or between CONUS and overseas rate areas, including intra-theater or inter-theater areas. An "X" under type of service denotes a closed rate field while a 1, 2, or 3 denotes the particular class of rates applicable to the open traffic channel and code of service. Transportation Service Providers will carefully review this listing to ensure correct rate filings. Rates rejected for failure to conform with the control file or rate class parameters will not be adjusted. The following procedural rate filing guidelines are identified by class of rates for each rate filing cycle:

(1) *Initial Filing*. Transportation Service Providers must file Class 1, 2, or 3 rates prior to the I/F designated filing date for the rate areas and codes of service for which rate area approval is held and they desire to serve. **Nonparticipation in the I/F will preclude participation in the M/T filing for those channels effected.** Transportation Service Providers have the option of filing rates for any authorized origin-destination combination in applicable ITGBL codes of service. Rates from previous cycles will not be brought forward. Rejected Class 1, 2, or 3 rates cannot be corrected.

(a) *Minimum Rate Submission*. Minimum rate submission is as listed in Item 210 of this solicitation. Rates filed below the minimum will be rejected, precluding participation in that code of service, for that channel, for the cycle.

(b) *Low Rates*. Low rates for each traffic channel will be established based on the I/F submissions. A file identifying the five low rate setters by SCAC code will be available for Transportation Service Providers/ADP firms upon request.

(2) *Me-Too Filing*.

(a) *Class 1*. Class 1 rates will not be filed in the M/T filing. Class 1 rates filed during the I/F that fall within the maximum filing criteria of $105 above or 200 percent of the low rate, whichever is less, will be automatically carried forward by SDDC for final application in the ITGBL Rate Printout.

(b) *Class 2*. Transportation Service Providers establishing the I/F low rate will not re-file for those low rate channels during the M/T. Class 2 low rates established during the I/F will be automatically carried forward to the M/T filing. Computer processing edits prevent the subsequent deletion of the low accepted Class 2 I/F rates in the M/T filing.

Transportation Service Providers re-filing for those traffic channels for which they did not set an I/F low rate, and for which a tentatively accepted I/F rate was filed, may either meet the established low rates or file higher rates up to and including the rates filed by that Transportation Service Provider during the I/F submission as long as the rate falls within the maximum filing criteria of $75 above the low rate. For example, a Transportation Service Provider filing a tentatively accepted I/F class 2 rate of $45 on a traffic channel with an established low rate of $36 may file a M/T rate ranging from $36 to $45. Nonparticipation in the I/F or rejection of Class 2 rates filed in the I/F precludes participation in the M/T filing for those traffic channels affected.

Computer processing edits prevent the subsequent deletion of accepted Class 2 I/F rates in the M/T filing if rates fall within the maximum filing criteria. Therefore, Transportation Service Providers desiring to remain at accepted I/F rate levels need take no additional M/T action, as unadjusted I/F rates will be automatically carried forward to the M/T filing if within the maximum filing criteria. Tentatively accepted I/F rates will be carried forward to the M/T filing in any instance where a Transportation Service Provider's M/T rate filing is rejected due to nonconformance with the M/T rate filing procedures.

(c) *Class 3*. Transportation Service Providers establishing the low rate will not refile for those low rate channels during the M/T filing. Established Class 3 I/F low rates will be automatically carried forward to the M/T filing. Computer processing edits prevent the subsequent deletion of accepted low Class 3 I/F rates in the M/T filing. Transportation Service Providers re-filing for those traffic channels for which they did not set an I/F low rate and for which a tentatively accepted I/F Class 3 rate was filed may meet the established low rates, or file a rate within the $75 M/T maximum filing criteria, or remain at I/F rate level provided such rates are within the M/T maximum filing criteria. Procedures for remaining at I/F rate levels are identical to Class 2 procedures above (i.e., unadjusted I/F rates will be carried forward to the M/T filing and accepted if within the M/T maximum filing criteria). Nonparticipation in the I/F or rejection of Class 3 rates filed in the I/F precludes participation in the M/T filing for those traffic channels effected. M/T rates or I/F rates that are carried forward, which exceed the $75 maximum filing criteria, will be removed from the system.

e. **Administrative High Rates**. The administrative high rates instituted in the I/F are as established in Item 210 of this solicitation.

Item 1907 ***ITGBL Transportation Service Provider Accepted/Rejected Rate Report***

a. The ITGBL Transportation Service Provider Accepted/Rejected Rate Report provides a list of rates accepted and/or rejected by SDDC on completion of the I/F and M/T filings. This report will be retained by the Transportation Service Provider.

b. Transportation Service Providers are responsible for reviewing the accuracy and completeness of rates listed on the report. SDDC shall be notified of any mistake-in-rate filing (MIRF) allegations, in accordance with procedures contained in Item 1908.

c. For errors resulting from violation(s) of the Class 1, 2, and 3 rate filing system parameters, see Item 1916, Error Description Codes, for further explanation.

Item 1908 ***Mistake in Rate Filing Procedures***

a. **General**. Transportation Service Providers are afforded the opportunity to review I/F and M/T rates and to provide full and complete evidence in support of allegations of errors in construction and/or submission of rates. In general, mistakes for which relief may be granted include mathematical, clerical, or typographical errors involved in all phases of preparing, transcribing, and submitting rates. **A Transportation Service Provider, however, may not request MIRF relief for errors in judgment or for channels where no rates were originally filed in the initial filing cycle.** Relief for MIRF may be granted only after the Transportation Service Provider has thorough, clear, and convincing evidence establishing the existence of the particular mistake alleged and only under the procedures indicated below.

b. **Rate Filing**. I/F or M/T rates may be filed with SDDC prior to the designated dates. Transportation Service Providers discovering mistakes in rates submitted before the designated date will, if they so desire, add, delete, change, or correct such rates in accordance with Item 1906. The latest FTP submission received on or before the applicable I/F or M/T filing date will prevail as the Transportation Service Provider's rate filing. However, where multiple rates are actually processed, Item 1906c will apply. Where time precludes correcting mistakes before the designated date, or when Transportation Service Providers discover mistakes after the designated date, MIRF procedures will apply.

(1) *SDDC Action*. SDDC will develop individual ITGBL Transportation Service Provider Accepted/Rejected Rate Reports as well as a Selected Rate Listing for each Transportation Service Provider. The report contains all I/F rates filed by the Transportation Service Provider while the Selected Rate Listing contains those I/F rates that may be erroneous and are highlighted for careful review for error in computation or transcription by the Transportation Service Provider. Inclusion of rates in this listing does not imply that rates listed are low rates. While many low rates may be listed, the listing also contains a number of rates which may be several levels above the low rates in the hierarchy of rates filed by all Transportation Service Providers for each traffic channel and code of service. This listing has been revised to provide the - or + percentage of the past cycle low rate to facilitate efforts by Transportation Service Providers in the review of all rates contained in the ITGBL Transportation Service Provider Accepted/Rejected Rate Report. SDDC makes no express or implied warranty that the listing contains every possible selected rate worthy of review. Review of all rates is strictly the Transportation Service Provider's responsibility. Both listings are provided to industry per applicable solicitation filing schedules.

(2) *Transportation Service Provider Action*. Transportation Service Providers will review their ITGBL Transportation Service Provider Accepted/Rejected Rate Report for accuracy of all rates submitted, including those rates contained in the Selected Rate Listing. The Selected Rate Listing has been revised to show a - or + percentage of the past cycle low rate. For a Class 1 rate channel, Transportation Service Providers will notify SDDC immediately to withdraw the approvals concerned for the entire rate volume for the code(s) of service for the rate area(s) for which the error(s) was made in order to negate the erroneous rates or justify the rate filed. For a Class 2 or 3 rate channel, Transportation Service Providers will take necessary action under MIRF procedures or justify the rate filed. Transportation Service Providers are responsible for certifying the accuracy of each rate submitted and listed on the report. For Transportation Service Providers having no rate errors, no further action is required. Transportation Service Providers that discover rate filing errors which apparently meet MIRF criteria and for which relief will be requested, will immediately notify SDDC, Domestic & International Rate Branch, telephonically and then submit documentation in support of the error allegation not later than the designated date. Telephonic notification in no way changes the requirements imposed on Transportation Service Providers to support their allegations in writing. When a request for relief is made, and SDDC determines that the claimed error(s) has validity, SDDC will withdraw the approvals concerned, for the entire rate volume, for the code(s) of service, for the rate area(s), for which the error(s) was made in order to negate the erroneous rates. If SDDC determines the claimed error(s) does not have validity, the Transportation Service Provider must continue

to render full service. The following evidence must, as a minimum, be included with all allegations of errors in rate levels:

(a) Original source documents pertinent to the error including, but not limited to, working papers, spread sheets, transcription sheets, adding machine tapes, tariffs, cost data sheets, conversion factors, memorandum for records, written procedural guidance, agent reimbursement schedules, internal rate printouts, and other such papers which will provide a clear audit trail for tracing the mistake. To protect their interests, Transportation Service Providers are encouraged to retain original source data until it is certain that no further use for it exists. The inability of Transportation Service Providers to produce such data in support of a MIRF will be considered in SDDC decisions.

(b) Sworn affidavits by all Transportation Service Provider personnel and agents indicating the extent and manner of their contribution to the error process.

(c) Other documents deemed by the Transportation Service Provider to be relevant to error validation. This may include evidence of methodology utilized during previous rate cycles.

(3) *SDDC Decision for Relief.* SDDC will evaluate the request and will notify Transportation Service Providers of its decision. SDDC will administratively consider only withdrawal--not correction--of mistakes. Also, when relief is authorized, the rates concerned will be invalid for the life of the rate cycle. The following procedures will apply:

(a) *Initial Filing.* Transportation Service Providers failing to provide clear and convincing evidence in support of alleged errors will be denied relief and all such rates contested will normally remain valid for the M/T filing provided such rates appear to be reasonably viable in rate level. Rates which under the "reasonable man" theory are so obviously inconsistent with other filings as to preclude their acceptance may be unilaterally deleted by SDDC irrespective of the lack of proper evidence substantiating the alleged error. In this instance, SDDC may administratively delete rates for the affected rate cycle. Erroneous rates which are fully supported by clear and convincing evidence will be deleted from the Transportation Service Provider's I/F and SDDC will normally substitute an administrative rate to permit the Transportation Service Provider to participate in the M/T filing for affected channels. Upon MIRF approval involving Class 1 rate filings, affected areas will be deleted with no assignment of administrative rates since there is no Class 1 M/T filing. Transportation Service Providers are advised that the complete burden of proof rests with the Transportation Service Provider on the first submission of evidence of allegation of MIRF. SDDC will not engage in continuing dialog of fact finding with the Transportation Service Providers concerned subsequent to the designated date for MIRFs.

(b) *M/T Filing.* MIRF procedures are primarily intended to eliminate unsupportable low rates established at the I/F level and to subsequently protect Transportation Service Providers from financial loss and to protect the Government from potential service failures resulting there from. Transportation Service Providers alleging errors in the M/T rate submission may do so within 14 calendar days (or the next Federal workday if the 14th day occurs on a Federal non-workday) from the date SDDC distributes M/T ITGBL Transportation Service Provider Accepted/Rejected Rate Reports, following the same procedures for supporting documentation applicable to I/F MIRF. Telephonic notification will be made as soon as feasible after discovery. However, telephonic notification in no way relieves the Transportation Service Provider from responsibility to support the allegations in writing. SDDC will evaluate these cases and will deny or grant relief based on the clear and convincing evidence. M/T rates for Transportation Service Providers denied relief will remain valid for the applicable rate cycle minimum period. Rates may be unilaterally deleted by SDDC by withdrawal of approval, for the affected rate cycle for the code(s) of service for the rate area(s) for which the error(s) was made. Erroneous rates for which relief is granted will be withdrawn for the life of the cycle. SDDC will consider only withdrawal--not correction--of mistakes.

(c) *Assignment of Administrative Rates.* Rates withdrawn for Classes 2 and 3 during the I/F will normally be assigned an administrative rate when requested by the Transportation Service Provider to permit M/T participation. Transportation Service Providers may equalize the low rate or file a rate within the $75 M/T maximum filing criteria. M/T Classes 2 and 3 rates which exceed the low rate by more than $75 will be rejected.

(d) *Appeals.* Transportation Service Providers agree by participating in rate filings that SDDC's adverse decisions in MIRF actions are final agency decisions for purposes of further appeal to the General Accounting Office.

Item 1909 ***Reserved for Future Use***

Item 1910 ***Termination of Rates***

a. **General.** Transportation Service Providers may cancel rates by submission via the FTP format outlined in Items 1917 and 1918.

b. **Cancellation Periods.** Accepted Rates will remain in effect for the first 2 months of the rate cycle. Subject to this limitation, cancellations in the prescribed form will be processed in accordance with the ITGBL Rate Filing Schedule Cycles Cancelation timeline. Each cycle will have designated filing (suspense) date and effective date. The first is 60 days and the second is 90 days.

c. **SDDC Action.** SDDC will verify the submission against the Transportation Service Provider's accepted M/T rates and supply the Transportation Service Provider with a copy of the accepted and rejected rate cancellations. The error codes for rejected cancellations are outlined in Item 1919. Transportation Service Provider cancellations are accepted as final submissions by SDDC. SDDC will also distribute the accepted rate cancellations to the affected personal property shipping offices (PPSOs) and the General Services Administration at least 30 days in advance of the effective date. On the effective date, acceptance and distribution of the cancellations will preclude Transportation Service Provider from further participation in the traffic over the respective rate channels and code of service for the duration of the rate cycle.

Item 1911 ***Reserved for Future Use***

Item 1912 ***Basic Preparation for SFRs***

a. All rates submissions must be prepared in accordance with the format prescribed in Appendix 19A of this chapter and instructions herein. Submissions must be in accordance with established rate filing schedules provided in rate solicitation letters.

b. All rates will be expressed in U.S. dollars ($) and cents.

c. A Transportation Service Provider can submit ONLY ONE RATE TRANSACTION for a single ORIGIN to DESTINATION COMBINATION. SDDC will not be responsible for transactions resulting in duplicate rate submissions. It is the responsibility of the Transportation Service Provider to ensure only one transaction per single origin/destination combination is submitted.

d. Each rate cycle will be exclusive of prior cycles. Rates are not carried forward from past cycles to the current cycle.

e. All rates are filed by rate class:

(1) Class 1 - Must be filed during the I/F.

(2) Class 2 - Rates must be filed during the I/F to participate in the M/T filing. Transportation Service Provider may re-file during the M/T to either meet the low rate or file a rate between the low rate and the Transportation Service Provider's I/F rate, but within the maximum filing criterion.

(3) Class 3 - Rates must be filed during the I/F to participate in the M/T filing. Transportation Service Providers may re-file during the M/T to meet the low rate or to establish a rate above the low rate, but within the maximum filing criterion.

f. Rate fields will be left blank (spaces, not zeroes) when it is intended that no rates are to be filed.

g. Applicable solicitation letters provide a listing which contains the origin to destination standard point location code (SPLC) name and the type of service control for each channel. It is suggested that this listing be used to edit and validate your rate submission prior to forwarding to SDDC.

Item 1913 ***FTP Rate Submission for SFRs***

The following fields of information must be furnished as applicable in your rate submission. The record size is 80 character positions.

RECORD POSITION:	DESCRIPTION AND INSTRUCTIONS:
1-3	DOCUMENT IDENTIFIER (DOC ID): (1) Must be a "T" (2) Leave Blank* (3) First digit of Filing Cycle "I,M" EXAMPLE: T I - indicates "T" ITGBL Blank "I" Initial Filing Cycle T M - indicates "M" Me-Too Filing Cycle
4-7	TRANSPORTATION SERVICE PROVIDER CODE: The unique Standard Carrier Alpha Code (SCAC) assigned to each ITGBL approved TSP.
8-16	ORIGIN SPLC - Origin Standard Point Location Code. The SPLC is structured to facilitate the filing of rates on an AREA to AREA, POINT to POINT, or combination of either. The SPLC structure identifies a country, region, and point within the country. EXAMPLE: US13 - represents the state of Vermont GE - represents the country of Germany Code must be left justified and positions not used must be blanks. See Channel Control Listing for authorized origin to destination SPLC.
17-25	DESTINATION SPLC - Destination Standard Point Location Code. Use the same logic/method as outlined for coding origin positions.

NOTE: Rates must contain 5 numeric characters. EXAMPLE: A rate under $100 must be preceded by a leading zero, thus $61.30 must be entered as 06130.

26-30	Rate for Type Service "J"
31-35	Rate for Type Service "T"
36-40	Rate for Type Service "3"
41-45	Rate for Type Service "4"
46-50	Rate for Type Service "5"
51-55	Rate for Type Service "6"
56-60	Rate for Type Service "7"
61-65	Rate for Type Service "8"
66-80	Blanks/Filler

Item 1914 ***Transportation Service Provider Low Five Rate File***

At the conclusion of the processing of the I/F, a file containing the established low rates for Classes 1, 2, and 3 is produced for the Transportation Service Provider industry in the format and specifications as outlined in this chapter. The file also contains the next four low rates and SCAC codes of the Transportation Service Providers establishing these rates.

Item 1915 **FTP File Name Standards**

File name for rate submissions must be submitted in the following format.

Position	Field	Entry
1st	Alpha Lowercase	a (initial input) r (replacement)
2nd-5th	Alphanumeric Lowercase	ADP identification code (i.e., dp78)
6th	Alpha Lowercase	(International rate filing)
7th	Alpha Lowercase	w(winter rate cycle) s(summer rate cycle)
8th -9th	Numeric	2 digit year (i.e., 98)
10th-11th	Alpha Lowercase	if (initial filing) mt (me-too filing) C1,C2, (cancellation cycles)
12-14th	Alpha	.gz (extension)

Example: adp78iw02mt.gz for initial or rdp78is02mt.gz for replacement

Item 1916 ***Error Description Codes***

Information shown on the ITGBL Transportation Service Provider Error Listing and outlined below defines the submission of erroneous rates or records rejected by the system. Records rejected due to error will have the alpha-error description or numeric error code indicated. Rejections are not correctable except as stated elsewhere in these instructions.

a. Error Descriptions (DESC):

ERROR DESC	DESCRIPTION
DUP	DUPLICATE RECORDS: Duplicate records submitted on this filing; only one was accepted.
DOCID	DOCUMENT IDENTIFICATION: This error condition occurs when the instructions for filing the rates is not followed. All submissions with DOCID error will stop further edit of the rates.
O-D	INVALID ORIGIN TO DESTINATION (O/D) COMBINATION: This error condition occurs when a submission is submitted for a combination not listed on industry Channel Control. A submission having this error will stop further edit.
NOMAS	NO MASTER ON FILE: Transportation Service Provider submitted a record for the M/T that was not filed in the I/F or was administratively removed by SDDC.

b. Error Codes:

ERROR DESC	DESCRIPTION
1	INVALID RATE. This rate has an invalid character in rate field. A valid rate must consist of 5 numeric characters.
2	INVALID DELETE. Unauthorized delete action.
3	INVALID LO-HI LIMIT. This rate was submitted outside the limits established by SDDC.
4	NOT APPROVED BY TYPE OF SERVICE. This rate was submitted for a code of service with an origin or destination area for which the Transportation Service Provider does not have approval.
5	RATE CLOSED FOR CODE OF SERVICE. This rate field is closed for this O/D combination for this code of service. See Industry Channel Control Listing.
6	CLASS CLOSED FOR THIS PROCESSING CYCLE. Submitted Class 1 rate in the M/T. There is no M/T for Class 1.

7 NO I/F RATE ON FILE. Attempted to increase a rate on file or attempted to file a rate for the M/T cycle that was not filed for in the I/F.

8 BELOW I/F LOW RATE. Rate for the M/T cycle is less than the established low rate in the I/F cycle. This rate has been removed from the system.

9 EXCEED MAXIMUM FILING CRITERIA. Rate exceeds the maximum limit criteria established by SDDC. The formula for calculating this criteria is:

Class 1

Low Rate + $105.00 or low rate x 2 (whichever is less) = Max Level
Rate greater than Max Level = Error
Error = Rate removed from system

Class 2

Low Rate + $75.00 = Max Level
Rate greater than Max Level = Error
Error = Rate removed from system

Class 3

Low Rate + $75.00 = Max Level
Rate greater than Max Level = Error
Error = Rate removed from system

A 5-10 percent below previous cycle I/F low rate.

B 10 percent or more below previous cycle I/F low rate.

Item 1917 ***Parameters for Rate Cancellations***

a. All cancellations must be submitted via FTP in accordance with the format prescribed in this chapter and instructions herein. Submission must be in accordance with established rate filing schedules provided in rate solicitation letters.

b. Zeros must be placed in the columns for the code of service to be cancelled.

c. A Transportation Service Provider can submit ONLY ONE RECORD for a single origin to destination combination. Duplicate submissions will result in the processing of the first record read by the SDDC computer equipment.

Item 1918 ***FTP Rate Cancellation Submission***

The following fields of information must be furnished as applicable in your submission:

POSITION	DESCRIPTION AND INSTRUCTION
1-3	Document identifier DXX:

(1) Must be a "D"
(2) Leave Blank*
(3) First digit of cancellation cycle 1 or 2

EXAMPLE: D-1 indicates Delete, blank, first cancellation cycle

4-7	Standard Transportation Service Provider Alpha Code assigned to each ITGBL-approved Transportation Service Provider.
8-16	Origin SPLC - Origin Standard Point Location Code
17-25	Destination SPLC
26-30	Cancel rate for Code of Service "J" -- zero filled
31-35	Cancel rate for Code of Service "T" -- zero filled
36-40	Cancel rate for Code of Service "3" -- zero filled
41-45	Cancel rate for Code of Service "4" -- zero filled
46-50	Cancel rate for Code of Service "5" -- zero filled
51-55	Cancel rate for Code of Service "6" -- zero filled
56-60	Cancel rate for Code of Service "7" -- zero filled
61-65	Cancel rate for Code of Service "8" -- zero filled
66-80	Blanks/Fillers

Item 1919 ***Cancellation Error Codes***

Rejected cancellations will be shown on the Transportation Service Provider's notice with an error code which describes the reason for rejection.

ERROR CODE	DESCRIPTION
1	No rate on file for that code of service in that O/D combination
2	Rate cancelled in previous cycle
3	Invalid O/D combination or no rates on file in any code of service for that O/D combination
4	Invalid cancellation cycle
xxxxx	Invalid Transportation Service Provider code for this filing cycle

RECORD SPECIFICATION

For use of this form, see TB 1B-111; the proponent agency SDDC

1. DATE 11Apr-03

2. ID

3. TITLE ITGBL RATE SYSTEM ---- FTP I/F & M/T Input Format

4. DESCRIPTION

- ASCII Format

- Files must be submitted using appropriate naming convention

- Files must be compressed using gzip

5. LENGTH 80 Chars

6. SECLAS/PRIV Unclassified

7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-3 1		DOCUMENT INDENTIFIER Txx Pos 1 Must be a "T" Pos 2 Leave Blank Pos 3 "I" "/F Cycle; "M" M/T Cycle	AN	3	1
4-7	5	Standard Carrier Alpha Code "SCAC"	A	4	2
8-16 6		Origin SPLC	AN		3
17-25 7		Destination SPLC	AN		3
26-30	8	Rate for Type Service "J"	N	5	4
31-35	9	Rate for Type Service "T"	N	5	4
36-40	10	Rate for Type Service "3"	N	5	4
41-45	11	Rate for Type Service "4"	N	5	4
46-50	12	Rate for Type Service "5"	N	5	4
51-55	13	Rate for Type Service "6"	N	5	4
56-60	14	Rate for Type Service "7"	N	5	4
61-65	15	Rate for Type Service "8"	N	5	4
66-80 16		Blanks/Filler		15	

1 - AN rep resents combination of Alpha (letter) numeric characters. The 3 represents the length of the field. (Number of positions required to complete data field)

2 - A represents the field will consist of all (4) alpha characters.

3 - Left Justify - field begins at left and positions not used must be blanks (spaces, not zeros).

4 - N represe nts the fie ld will cons ist of all numeric characters. Rates under $ 100 must be preceded by a leading zero, thus $61.30 must be entered as 06130

DA FORM 4738-R, APR 93

RECORD SPECIFICATION For use of this form, see TB 1B-111; the proponent agency is SDDC					1. DATE 1 APR 03
2. ID		3. TITLE ITGBL Me-Too Master			
4. DESCRIPTION - ASCII Format					5. LENGTH 96 Chars 6. SECLAS/PRIV Unclassified
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-4	1	Std Carrier Alpha Code "SCAC"	A	4	M-SCAC
5-13 2		Origin SPLC	AN	9	M-O-SPLC
14-22 3		Destination SPLC	AN	9	M-D-SPLC
23-27 4		ORIGIN NAME	A	5	M-O-NME
28-32 5		DESTINATION NAME	A	5	M-D-NME
33 6		Rate "J" Class	N	1	M-CLASS-J
34	7	Rate "J" Low Rate Indic	N	1	M-LRI-J
35-39 8		Rate "J"	N	5	M-RATE-J
40 9		Rate "T" Class	N	1	M-CLASS-T
41	10	Rate "T" Low Rate Indic	N	1	M-LRI-T
42-46 11		Rate "T"	N	5	M-RATE-T
47 12		Rate "3" Class	N	1	M-CLASS-3
48	13	Rate "3" Low Rate Indic	N	1	M-LRI-3
49-53 14		Rate "3"	N	5	M-RATE-3
54 15		Rate "4" Class	N	1	M-CLASS-4
55	16	Rate "4" Low Rate Indic	N	1	M-LRI-4
56-60 17		Rate "4"	N	5	M-RATE-4
61 18		Rate "5" Class	N	1	M-CLASS-5
62	19	Rate "5" Low Rate Indic	N	1	M-LRI-5
63-67 20		Rate "5"	N	5	M-RATE-5
68 21		Rate "6" Class	N	1	M-CLASS-6
69	22	Rate "6" Low Rate Indic	N	1	M-LRI-6
70-74 23		Rate "6"	N	5	M-RATE-6
75 24		Rate "7" Class	N	1	M-CLASS-7
76	25	Rate "7" Low Rate Indic	N	1	M-LRI-7
77-81 26		Rate "7"	N	5	M-RATE-7
82 27		Rate "8" Class	N	1	M-CLASS-8
83	28	Rate "8" Low Rate Indic	N	1	M-LRI-8
84-88 29		Rate "8"	N	5	M-RATE-8
89-96 30		Filler		8	

DA FORM 4738-R, APR 93

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-25

RECORD SPECIFICATION For use of this form, see TB 1B-111; the proponent agency is SDDC					1. DATE 1 APR 03
2. ID	3. TITLE ITGBL Low Five Transportation Service Providers				
4. DESCRIPTION - ASCII Format					5. LENGTH 80 Chars 6. SECLAS/PRIV Unclassified
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1 1		Class	AN	1	
2 2		Type Service	A	1	
3-11 3		Origin SPLC	AN	9	
12-20 4		Destination SPLC	AN	9	
21-25 5		Origin Name	AN	5	
26-30 6		Destination SPLC	AN	5	
31-35 7		Rate	N	5	
36-39	8	Standard Carrier Alpha Code "SCAC"	A	4	
40-80 9		Blanks/Filler		41	

DA FORM 4738-R, APR 93

RECORD SPECIFICATION

For use of this form, see TB 1B-111; the proponent agency is SDDC

1. DATE 1 APR 03

2. ID

3. TITLE ITGBL Channel Control File

4. DESCRIPTION **- ASCII Format**

5. LENGTH 48 Chars

6. SECLAS/PRIV Unclassified

7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
01-09 1		Origin SPLC	AN	09	L-ORG-SPLC
10-18 2		Destination SPLC	AN	09	L-DES-SPLC
19-28	3	Origin Name (abbreviation)	AN	05	L-ORG-NME
29-38	4	Destination Name (abbreviation)	AN	05	L-DES-NME
39	5	Type of Service "J", Rate CLASS*	AN	01	L-CLASS-J
40	6	Type of Service "T", Rate CLASS*	AN	01	L-CLASS-T
41	7	Type of Service "3", Rate CLASS*	AN	01	L-CLASS-3
42	8	Type of Service "4", Rate CLASS*	AN	01	L-CLASS-4
43	9	Type of Service "5", Rate CLASS*	AN	01	L-CLASS-5
44	10	Type of Service "6", Rate CLASS*	AN	01	L-CLASS-6
45	11	Type of Service "7", Rate CLASS*	AN	01	L-CLASS-7
46	12	Type of Service "8", Rate CLASS*	AN	01	L-CLASS-8
47-48 13		Blanks/Filler		2	

CLASS: X, 1, 2, or 3
X = closed for rates
1 = then open for class 1 rates
2 = then open for class 2 rates
3 = then open for class 3 rates

DA FORM 4738-R, APR 93

RECORD SPECIFICATION

For use of this form, see TB 1B-111; the proponent agency is SDDC

1. DATE 1 APR 03

2. ID

3. TITLE ITGBL Transportation Service Providers Rate Cancellation Input Format

4. DESCRIPTION

- **ASCII Format**
- **Files must be submitted using appropriate naming conventions**
- **Files must be compressed using gzip**

5. LENGTH 80 Chars

6. SECLAS/PRIV Unclassified

7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-3	1	DOCUMENT IDENTIFIER Dxx Pos 1 must be a "D" Pos 2 must be 1st digit of Vol Number Pos 3 must be a Cycle Number	AN	3	Pos 1 = "D" Pos 2 = Vol Nr Pos 3 = Cy Nr
4-7	2	Standard Carrier Alpha Code "SCAC"	A	4	
8-16 3		Origin SPLC	AN	9	
17-25 4		Destination SPLC	AN	9	
26-30	5	Cancel Rate for Type Svc "J"	N	5	Value = 00000
31-35	6	Cancel Rate for Type Svc "T"	N	5	Value = 00000
36-40	7	Cancel Rate for Type Svc "3"	N	5	Value = 00000
41-45	8	Cancel Rate for Type Svc "4"	N	5	Value = 00000
46-50	9	Cancel Rate for Type Svc "5"	N	5	Value = 00000
51-55	10	Cancel Rate for Type Svc "6"	N	5	Value = 00000
56-60	11	Cancel Rate for Type Svc "7"	N	5	Value = 00000
61-65	12	Cancel Rate for Type Svc "8"	N	5	Value = 00000
66-80 14		Blanks/Filler		15	

CLASS:

AN represents a combination of Alpha (letter) and numeric character. A

represents the field will consist of all alpha characters.

N represents the field will consist of all numeric characters. Rates under $100 must be preceded by a leading zero, thus $61.30 must be entered as 06130

DA FORM 4738-R, APR 93

RECORD SPECIFICATION

For use of this form, see TB 1B-111; the proponent agency is SDDC

1. DATE 1 APR 03

2. ID

3. TITLE ITGBL Cancellation Master

4. DESCRIPTION - ASCII Format

5. LENGTH 116 Chars

6. SECLAS/PRIV Unclassified

7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-4		STD CARRIER ALPHA CODE "SCAC"	AN	4	
5-13 ORIG		IN SPLC	AN	9	
14-22 DEST		INATION SPLC	AN	9	
23-27		ORIGIN NAME CODE	AN	5	
28-32		DESTINATION NAME CODE	AN	5	
33-35		ORIGIN CONTROL AREA (OCA)	AN	3	
36-38 DEST		INATION	AN	3	
39-42 VOLUME		NUMBER	N	4	
43-50		CYCLE SET NO 1 - J		8	
43		- CYCLE NUMBER 0, 1, 2	N	1	
44		- CLASS NO - 1, 2, 3	AN	1	
45		- INDICATOR - LOW RATE	N	1	
46-50 -		RATE	N	5	999V99
51-58		CYCLE SET NO. 2 - T		8	
59-66		CYCLE SET NO. 3 - 3		8	
67-74		CYCLE SET NO. 4 - 4		8	
75-82		CYCLE SET NO. 5 - 5		8	
83-90		CYCLE SET NO. 6 - 6		8	
91-98		CYCLE SET NO. 7 - 7		8	
99-106		CYCLE SET NO. 8 - 8		8	
107-116 Bla		nks/Filler		10	

DA FORM 4738-R, APR 93

RECORD SPECIFICATION For use of this form, see TB 1B-111; the proponent agency is SDDC					1. DATE 1 APR 03
2. ID	3. TITLE ITGBL Tonnage Estimate File				
4. DESCRIPTION - ASCII Format					5. LENGTH 50 Chars 6. SECLAS/PRIV Unclassified
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1 1		TP-MOT-GROUP 1 = HHG (MOT 3, 4, 5, 6, T) 2 = BAG (MOT 7, 8, J)	N	1	*
2 2		TP-CHANNEL 1 = OSEA TO CONUS 2 = CONUS TO OSEA 3 = INTRATHEATER 4 = INTERTHEATER	N	1	*
3-11 3		TP-KEY1 ORIG WHEN PAGESIDE IS 1 DEST WHEN PAGESIDE IS 2	AN	9	
12 4		TP-PAGESIDE 1 = LEFT SIDE OF PAGE 2 = RIGHT SIDE OF PAGE	N	1	*
13-17	5	TP-ABBR1 (FOR KEY1)	AN	5	
18-26 6		TP-KEY2	AN	9	
27-31	7	TP-ABBR2 (FOR KEY2)	AN	5	
32-37 8		TP-NUMB-SHIP	N	6	
38-47 9		TP-HUNDREDWEIGHT	N	10	
48-50 10		TP-PCTG		3	
	* IGNORE FIELDS				

DA FORM 4738-R, APR 93