

INTERNATIONAL RATE SOLICITATION I-19

CHANGE 1, IW07

Effective (1 OCT 07)

1. GENERAL: This change will become effective 1 Oct 07, upon inclusion into the International Personal Property Rate Solicitation I-19.

2. CHAPTER V – SCHEDULE OF RATES AND CHARGES

Pages 5-44-45, Item 521, Pickup or Delivery Transportation Rates to Apply to SIT – UB. Adjusted fuel related surcharge delivery out rates.

3. CHAPTER XIX – RATE FILING INSTRUCTIONS

Page 19-2-3, Item 1906, Procedures for Filing Rates via FTP. Removed the minimum and administrative highs as they are listed within Item 210.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-19

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 \$46.81 (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)	<u>\$20.84</u>
Overseas:	
Alaska (521C)	<u>20.01</u>
Germany (521E)	9.70
Hawaii (521G)	<u>17.58</u>
All other overseas areas (521I)	5.47

d. For distances over a 30-mile radius:

(1) Within CONUS and the Island of Oahu, Hawaii, apply the rates in the applicable linehaul rate tables or the above rates, whichever is greater, subject to a \$59.53 (521B) minimum charge per shipment.

(2) Overseas (except Germany, Alaska, and Hawaii), apply the rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to a \$38.41 (521J) minimum charge per shipment.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-19

(3) Within Alaska, apply the rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to a \$59.53, (521D) minimum charge per shipment.

(4) Germany (either origin and/or destination) apply rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to a \$38.41 (521F) minimum charge per shipment.

(5) An administrative fee of \$19.60 (521L) per shipment.

e. For delivery or pickup of shipments from/to SIT to Islands of Hawaii other than Oahu, the rate of \$11.73 (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 linehaul 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 subitem 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:

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-19

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 intratheater or intertheater 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 refile 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

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-19

the M/T filing. Transportation Service Providers refile 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 refile 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.