

INTERNATIONAL RATE SOLICITATION I-21

CHANGE 2, IW08

Effective (1 OCTOBER 08)

1. GENERAL: This change will become effective 1 October 08, upon inclusion into the International Personal Property Rate Solicitation I-21.

2. CHAPTER V – SCHEDULE OF RATES AND CHARGES

a) Page 5-51, Item 526, A-K Verbiage added and revised for HHG SIT and Port Handling Diversion Charges.

b) Page 5-51, Note added under Item 526 for clarification.

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(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: Linehaul 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

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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 such instances, transportation charges to the new destination point from the SIT warehouse will be computed under the provisions of 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 effected. 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 linehaul rate table from the origin to the original POE where diversion is effected.

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).

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(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 effected.

2 Use the intertheater or intratheater 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 intertheater or intratheater rate and procedure from the POD where termination is effected to the new destination point. (See Note 1.)

(3) Shipments diverted at overseas destination

(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 linehaul rate table for mileage rate between original and new destination.

3 A handling charge equal to warehouse handling charge will apply.

(c) Diverted to an overseas destination point in another rate area.

1 There will be no diversion.

2. Shipment will be terminated and PPSO will contact SDDC, SDPP-PO 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 reshippments.

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Layout B. Overseas Origins

(1) Shipment diverted at overseas ocean or aerial port of embarkation (POE).

(a) Diverted at overseas POE, on an intertheater or intratheater 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 intertheater transportation rate and procedure from the origin to overseas POE where termination is effected. (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 effected.

1 Use the intratheater transportation rate and procedure for movement from origin to the POE where diversion is effected.

2 Use the intratheater 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 intertheater or intratheater transportation rate and procedure from origin to the POE where diversion is effective.

2 Use the intratheater or intertheater 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:

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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 linehaul 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 linehaul 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 linehaul 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 intertheater or intratheater 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 intertheater or intratheater transportation rate and procedure from the origin to the overseas POD where termination is effected.

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 intertheater or intratheater transportation rate and procedure from the origin to POD where diversion is effected.

2 Use the intertheater or intratheater transportation rate from POD when diversion is effected to the new destination point (see Notes 1 and 2).

(3) Shipment diverted at CONUS destination.

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(a) Diverted to another CONUS destination.

- 1 Use Transportation Service Provider's SFR to original destination.
- 2 Use applicable linehaul 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 intertheater or intratheater 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 linehaul 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)

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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 nondesignated POD would append the linehaul adjustment of Item 528. However, both PODs should issue the certificate of split/partial delivery: additionally, the POD receiving the portion as a nondesignated 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 linehaul 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 linehaul 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 or 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 linehaul 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 linehaul 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

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- (3) Port agent invoice
- (4) Underlying linehaul 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 this 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 linehaul 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 linehaul 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 linehaul 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 linehaul 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 linehaul rate in addition to the SFR.

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(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 linehaul 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 linehaul Transportation Service Provider bill of lading
- (5) Certificate issued by a PPSO or terminal officer showing the Ocean/Aerial Port used

Item 530 [LHS]

Linehaul 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 Linehaul 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.

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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.

Weight determination for partial delivery from SIT must be accomplished by the use of either truck or platform scales. A weighing fee of \$59.60 (531A) will apply. TSP must forward weight tickets to origin PPSO, who in turn will enter weight information into CWA.

Item 532 [ITV]

Intransit Visibility Service

(532A) - Intransit visibility

When requested on the GBL (intransit visibility required), Transportation Service Provider will provide intransit 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 shipmen 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 “LCL”/groupage 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 prevents normal carry access to the residence. Long carry involving a mini-storage warehouse will be billed using subitem 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.

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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