

Change 1 to Modification 1, to be effective 1 May 04

Page 4-18. JPPSO San Antonio, (HAFC) responsibility for counties in Missouri. App E, SIT P&D rate schedule has been adjusted to remain consistent with the remainder of the PPSO's within Missouri.

Page 4-43. Item 412, Loading and Unloading Charges – Bulky Articles. **Removed tractors and riding mowers.** The actual weight of these items do not warrant a bulky article charge.

Page 6-6. M/T Filing. The rate reasonableness spread has been changed to add 60% to the low-filed rate instead of multiplying by 1.60. In an example where the low-filed rate is 60%, carriers can me-too rates up to 120% instead of the previous 96%.

Page 9-2. Listing of PPSO's and GBLOC's. **Updated to reflect the removal of Barksdale AFB, LA (FSFL) and Laughlin AFB, TX (HEFL).**

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-8

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE  
ADDITIONAL SERVICE ITEMS NAMED BELOW AND APPENDIX E

AREA APPLICATION	ITEM 402 PK UN/PK MAX PK	ITEM 407 ADDL P/D	ITEM 403 LABOR REG	ITEM 418 ELV S/C L/C	ITEM 424 SIT EA ADDL DAY	ITEM 418 ELV S/C L/C	ITEM 424 SIT EA ADDL DAY	W/H	APP E SIT P/D
	[PUK] (100A) TO (100U)	[PUD] (105A) AND (105B)	[LAA] (101A)	[LAA] (101B)	[SEE] (112A) TO (112D)	[STR] (145A)	[STR] (145B)	[STR] (145C)	[PDS]

**MISSOURI**

Ft Leavenworth, KS	H	C	30.20	39.60	D	1.44	.11	4.04	M
(KPAT) 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									
Ft Leonard Wood, MO	G	C	24.20	32.07	C	1.34	.10	3.38	M
(GSAT) 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	B	A	12.32	16.06	A	1.05	.09	1.87	M
(HAFC) Butler, Carter, Dunklin, Mississippi, New Madrid, Pemiscot, Ripley									
Rock Island Arsenal, IL	G	C	24.20	32.07	B	1.34	.10	3.38	M
(GLAM) Adair, Clark, Knox, Lewis, Putnam, Schuyler, Scotland, Sullivan									
Scott AFB, IL	G	C	24.20	32.07	B	1.34	.10	3.38	M
(GKFL) Bollinger, Cape Girardeau, Iron, Jefferson, Lincoln, Madison, Marion, Perry, Pike, Ralls, Reynolds, St. Charles, St. Francois, St. Genevieve, St. Louis, St. Louis City, Scott, Stoddard, Wayne									
Whiteman AFB, MO	G	C	30.20	39.60	D	1.34	.10	4.04	M
(GTFL) Audrain, Benton, Boone, Callaway, Cole, Cooper, Henry, Hickory, Howard, Johnson, Lafayette Moniteau, Morgan, Osage, Pettis, Saint Clair, Saline									

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ITEM 410. [WRC][WTV] **PARTIAL DELIVERY WEIGHING AND REWEIGH CHARGES**

**(106A) - Partial Delivery - Weighing Fee**  
**(125A) - Reweigh**

a. Partial Delivery Weighing Fee. A weighing fee shall apply, as provided below. Weight tickets must accompany billing.

b. Reweigh. The carrier, upon request of the PPSO and made prior to delivery of a shipment, shall reweigh the shipment. The lower of the two net scale weights shall be used for determining the applicable charges. The reweigh charge, as provided below, shall be payable for the service only when:

(1) Reweigh net scale weight is greater than initial net scale weight, or

(2) For shipments weighing 5,000 pounds or less; initial net scale weight minus reweigh net scale weight is less than 100 pounds.

(3) For shipments weighing greater than 5,000 pounds; initial net scale weight minus reweigh net scale weight is less than 2% of the lower net scale weight on shipments in excess of 5,000 pounds.

c. **Charge of \$50.00 shall apply.**

ITEM 411. **RESERVED FOR FUTURE USE**

ITEM 412. [BKA] **LOADING AND UNLOADING CHARGES - BULKY ARTICLES**

a. When a shipment includes bulky articles as named below, the following additional loading and unloading charges shall apply.

b. Loading and unloading charges include both loading and unloading service and the blocking of such articles each time loading and unloading service is required, including shipments requiring SIT (except for carrier convenience).

		PER	RATES (In dollars and cents)
<b>Automobiles, Trucks and Vans</b>	<b>(113K)</b>	each	126.34
<b>Motorcycles (250cc and over)</b>	<b>(113I)</b>	each	79.15
<b>Large Screen Televisions 48" and Larger (excluding Plasma TV's)</b>	<b>(113M)</b>	each	62.48
<b>Snowmobiles, Jet Ski's, or Riding Golf Carts, &amp; other similar recreational Vehicles</b>	<b>(113J)</b>	each	62.48
<b>Windsurfers, canoes, dinghies, kayaks, sculls, skiffs, rowboats, and boats 14 ft and under without trailers</b>	<b>(113N)</b>	each	118.03
<b>Playhouses, Tool Sheds, Dog Houses, Utility Sheds (set-up over 100 cu ft)</b>	<b>(113B)</b>	each	118.03

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(3) Administrative High Rates. The administrative high rates used in the I/F have been established as follows:

Interstate (Excluding Alaska)	Interstate (Alaska Only)
Code 1 200	Code 1 275
Code 2 220	Code 2 300

(b) *I/F-M (Change/Correction Submission)*. Rates filed in the I/F-M will only be the changed, added, and/or corrected rejected rates. All rates which have previously passed the editing and validation criteria in the I/F-A that the carrier does not desire to change will be considered accepted. The individual rate records contained in the I/F-M will again be subject to the same editing and validation criteria as in the I/F-A. ADP agents do not need to submit the rates of carriers not exercising this option that were filed in the original submission. NOTE: Rates submitted under the administrative low or over the administrative high that are not corrected during the I/F-M will be rejected, precluding participation in that code of service, for that channel, for the cycle.

**NOTE:** In the event the I/F-M submission contains an incorrect carrier’s SCAC, the appropriate carrier or ADP firm who submitted the rates will have two working days from the date of notification to submit a correct rate submission. If the carrier or designated ADP firm fails to replace the rates before the deadline or the replacement submission still contains an incorrect carrier’s SCAC, the rates shall be voided from further consideration in the I/F-M. This situation will constitute a second or final rejection for the carriers involved and the rates which passed the I/F-A editing and validation criteria for these carriers will be considered accepted.

e. M/T Filing.

(1) **General.** There is a M/T filing submission in conjunction with each I/F submission. The M/T provides carriers with the opportunity to precisely adjust their rates downward to (equal) the lower rates of other carriers established during the I/F cycle. Carriers may remain at their initial rate. **In order to participate in the M/T, a carrier must have an accepted individual rate record established in the I/F cycle.** Rates filed during the M/T that fall between the minimum (admin low) and maximum (admin high) filing criteria and are within 60% higher than the low rate submitted will be accepted (e.g., low rate established during the I/F is 105% -- then rates up to 165% will be accepted). See non-Alaska, code 1a example below for further clarification. NOTE: If 60% plus the low rate filed per channel exceeds the admin high, then the admin high governs.

TP	TP Filed Rates	Rate Accepted / Rejected	Admin High = 200	Admin Low = 60	60% + Min Filed Rate = 165
1	105	Rate Accepted	Pass	Pass	Pass
2	110	Rate Accepted	Pass	Pass	Pass
3	115	Rate Accepted	Pass	Pass	Pass
4	120	Rate Accepted	Pass	Pass	Pass
5	125	Rate Accepted	Pass	Pass	Pass
6	130	Rate Accepted	Pass	Pass	Pass
7	165	Rate Accepted	Pass	Pass	Pass
8	170	Rate Rejected	Pass	Pass	<b>Fails</b>
9	35	Rate Rejected	Pass	<b>Fails</b>	Pass
10	210	Rate Rejected	<b>Fails</b>	Pass	<b>Fails</b>

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<u>NAME OF PPSO</u>	<u>GBLOC</u>	<u>NAME OF PPSO</u>	<u>GBLOC</u>
<b><u>LOUISIANA</u></b>		<b><u>NORTH CAROLINA</u></b>	
FT POLK	FSAT	FT BRAGG	BKAS
NSA NEW ORLEANS	FRNQ	MCAS CHERRY POINT	BKML
		MCB CAMP LEJEUNE	BKMT
		SEYMOUR JOHNSON AFB	BMFL
<b><u>MARYLAND</u></b>		<b><u>OHIO</u></b>	
ABERDEEN PG	BAAV	WRIGHT PATTERSON AFB	ELFL
FT DETRICK	BBAV		
NAS PATUXENT RIVER	BCNV		
USNA ANNAPOLIS	BANT		
<b><u>MASSACHUSETTS</u></b>		<b><u>OKLAHOMA</u></b>	
JPPSO MASS, CHELMSFORD	AGFM	MCALESTER AAP	HOAM
		FT SILL	HOAT
<b><u>MICHIGAN</u></b>		<b><u>PENNSYLVANIA</u></b>	
SELFRIDGE ANGB	EBAK	CARLISLE BARRACKS	DMAT
		CEKSF, OAKDALE	DMAC
		NICP PHILADELPHIA	DMNC
		TOBYHANNA AD	DOAQ
<b><u>MINNESOTA</u></b>		<b><u>RHODE ISLAND</u></b>	
USATO FT SNELLING	GBAC	NETC NEWPORT	ALNT
<b><u>MISSISSIPPI</u></b>		<b><u>SOUTH CAROLINA</u></b>	
COLUMBUS AFB	FNFL	FISC, CHARLESTON	CANQ
KEESLER AFB	FMFL	FT JACKSON	CAAT
NAS MERIDIAN	FNNT	MCAS BEAUFORT	CAML
		SHAW AFB	CEFL
<b><u>MISSOURI</u></b>		<b><u>TENNESSEE</u></b>	
FT LEONARD WOOD	GSAT	NSA MEMPHIS	FDNT
WHITEMAN AFB	GTFL		
<b><u>NEVADA</u></b>		<b><u>TEXAS</u></b>	
NAS FALLON	JANL	FT BLISS	HAAE
		FT HOOD	HBAT
<b><u>NEW JERSEY</u></b>		JPPSO SAN ANTONIO	HAFC
JPPSO-NJ, FT DIX	APAT	NAS CORPUS CHRISTI	HBNT
		NAS JRB FORT WORTH	HBNL
<b><u>NEW MEXICO</u></b>		RED RIVER AD	HBAQ
WHITE SANDS MR	KLAE		
<b><u>NEW YORK</u></b>			
FT DRUM	DBAT		
NAU SCOTIA	DBNK		
NYAC & FT HAMILTON	DBAQ		
USMA WEST POINT	DCAT		