

## DOMESTIC PERSONAL PROPERTY RATES SOLICITATION D-7

**CHAPTER I - POLICY**

## ITEM 100.

**APPLICATION OF RATES SOLICITATION**

a. The Domestic Personal Property Rate Solicitation, hereafter referred to as "rate solicitation," is applicable to household goods shipments (as defined in Chapter 8) transported for the account of the entire Department of Defense (DOD), including civilian-appropriated and non-appropriated fund employees and the U.S. Coast Guard (USCG).

b. The provisions of this rate solicitation apply to the transportation rates and to the accessorial rates and/or charges filed in separate and related individual rate filing at Headquarters, Military Traffic Management Command (HQMTMC). **Except as otherwise provided, the carrier's effective rate on file on the date of pickup is applicable. All rates and/or charges are expressed in U.S. dollars and cents per net hundredweight (CWT), unless otherwise stated, and are applicable based on the pickup date of the shipment.**

## ITEM 101.

**EXCEPTIONS TO RATES SOLICITATION APPLICATION**

a. **This solicitation is not applicable for the following moves:**

(1) Local Moves (Drayage). Tenders applying for procurement of local services must be filed directly with the applicable personal property shipping office (PPSO) for processing. However, most local moves are procured under locally administered packing and containerization contracts. Carriers must determine applicable procedures at each installation.

(2) International Through Government Bill of Lading (ITGBL) Moves. See International Personal Property Rate Solicitation, and reissues thereof, for filing single factor rates for international personal property shipments.

(3) One-Time-Only Moves. See International Personal Property Rate Solicitation and reissues thereof.

(4) International Volume Moves. International volume moves are covered in the International Personal Property Rate Solicitation and reissues thereof. See Chapter V of this rate solicitation for domestic volume move procedures.

(5) Domestic Mobile Home/Boat One-Time-Only Moves. See "Mobile Home/Boat Rate Solicitation" and reissues thereof.

## ITEM 102.

**RATES SOLICITATION MODIFICATIONS AND REISSUES**

Modifications and reissues will be accomplished by posting the amended page(s) and reissue(s) of the rate solicitation on the World Wide Web at <http://www.mtmc.army.mil>. Page modifications will be noted in the upper right-hand corner of the page.

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ITEM 103.

**PARTICIPATION IN THE HQMTMC DOMESTIC  
PERSONAL PROPERTY RATES SOLICITATION**

a. A carrier agrees to participate in the rate solicitation when submitting rates under the provisions of these instructions for interstate and intrastate traffic. All rules and regulations governing the application of individual rate records/tenders submitted in the prescribed format are contained in this rate solicitation. This rate solicitation will not be altered in any manner. Participating carriers are to retain this rate solicitation.

b. There will be two rate filing cycles each year. Filing deadlines will be announced in the solicitation letter prior to the rate filings. The rate filing cycle effective May 1 will be identified as DS (year), i.e., DS98. The rate filing cycle effective November 1 will be identified as DW (year), i.e., DW98.

ITEM 104.

**RESERVED FOR FUTURE USE**

ITEM 105.

**ACCEPTANCE OF RATES - OPTION TO EXTEND OR MODIFY**

a. HQMTMC reserves the right to reject any or all offers; to waive informalities 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 resolicit rates. Additionally, HQMTMC 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) resolicit rates as a result of Government or carrier actions; and/or

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

ITEM 106.

**TRAFFIC OFFERED TO LOW RATE RESPONSIVE RESPONSIBLE CARRIERS**

a. Competitive individual rate records/tenders under this rate solicitation shall be received from qualified DOD-approved individual carriers and licensed forwarders. Any and all rates received may be rejected because of unreasonably high prices. Traffic requirements will be offered to those low rate responsive carriers whose tenders are responsive and most advantageous to the Government. A responsible carrier is one who:

- (1) is listed on the DOD list of approved carriers and forwarders,
- (2) has appropriate operating authority and licenses,
- (3) has adequate financial resources,
- (4) has the ability to comply with required delivery and performance schedules, and

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(5) has a satisfactory record of performance and integrity and is otherwise qualified under applicable law and regulations.

b. Tenders of rate bureaus and associations engaged in collective rate-making functions inconsistent with the Government's goal to maximize competition are not solicited and shall not be accepted.

ITEM 107.

**INDUSTRY RATES SUBMISSIONS**

a. Interstate Program. Carriers are solely responsible for the submission and quality control of their rates, in accordance with the procedures prescribed in Chapter VI. **The failure of submissions to actually arrive in the anonymous File Transfer Protocol (FTP) computer at HQMTMC by the designated filing date will result in nonacceptance of the submissions.** Carriers/Automated Data Processing (ADP) agents are responsible for the selection and actions of their on-line service provider. Carriers are also responsible for any internal company computer security and control/use of issued passwords for access to the FTP computer. HQMTMC may, however, grant carriers/ADP agents one additional opportunity, within 4 working hours after notification by HQMTMC, to submit a new FTP file if the original file fails to process or complete loss in transmission before the filing deadline is proven. HQMTMC will produce a summary of rates on each FTP file submitted. An analysis will be completed to identify any major problem, such as lack of interstate DOD approval for a particular standard carrier alpha code (SCAC), rejection of total rate field, etc. HQMTMC does not guarantee that all rejections and/or errors will be identified through this analysis.

b. Intrastate Program. Each carrier is completely responsible for the proper preparation and submission of its individual rate tenders (IRTs), in accordance with the procedures and formats prescribed in Chapter VII. Tenders must be legibly typed in black ink. IRTs, or supplements thereto, will not be altered in any way. **The use of correction tape, "white-out" or "pen and ink" is not permitted.**

ITEM 108.

**RESERVED FOR FUTURE USE**

ITEM 109.

**EMERGENCY SERVICES**

a. Notwithstanding any other provision of this rate solicitation, a carrier may be requested to provide equipment, personnel, and services not described herein 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 unforecasted contingency of a military or humanitarian nature. HQMTMC may, at any time, negotiate with carriers 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 HQMTMC and the carrier(s) 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 extended operating hours;
- (3) acceleration in the performance of work.

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

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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 carrier to an equitable adjustment. No proposal by the carrier 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 paragraph a(1) above. 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 carrier's billing, documenting the charges and costs for services as verified and approved by the personal property shipping office. The carrier shall provide the personal property Government bill of lading (PPGBL), carrier waybill, and other supporting documentation. The PPGBL must contain the following statement and/or entry:

“These charges are in accordance with adjustments or negotiations for services authorized by HQMTMC message/letter dated \_\_\_\_\_, Subject: \_\_\_\_\_, Item/Rule Number \_\_\_\_\_, Publication Number \_\_\_\_\_.”

ITEM 110.

**OPTION TO EXCLUDE TRAFFIC**

a. As part of DOD's effort to reengineer the acquisition of household goods transportation services, the military services and HQMTMC are in the process of initiating pilot acquisitions to test the proposed reengineering concepts. In support of these acquisitions, HQMTMC reserves the right, on 15 days notice, to exclude traffic from this rate cycle.

b. HQMTMC anticipates that approximately 50 percent of the eligible outbound traffic originating from the personal property shipping office's (listed below) area of responsibility will be excluded from this rate cycle when pilot begins. HQMTMC anticipates these traffic requirements will be solicited under the pilot acquisition program. Carriers are advised they still have the option to submit rates for these installations under the present program.

**CALIFORNIA**

FISC San Diego (LKNQ)

**CONNECTICUT**

NSB New London (AMNS)

**FLORIDA**

Eglin AFB (CTFL)  
FISC Jacksonville (CNNQ)  
FISC Pensacola (CONT)  
MacDill AFB (CSFL)  
NAS Key West (CQNL)  
NTC Orlando (CNNT)  
Patrick AFB (CMFL)  
Seventh CGD, Miami (CLPK)

**NORTH CAROLINA**

Fort Bragg (BKAS)  
MCAS Cherry Point (BKML)  
MCB Camp Lejeune (BKMT)  
Seymour Johnson AFB, NC (BMFL)

**SOUTH CAROLINA**

FISC Charleston (CANQ)  
Fort Jackson (CAAT)  
MCAS Beaufort (CAML)  
Shaw AFB (CEFL)

**VIRGINIA**

FISC Norfolk (BGNC)

**WASHINGTON**

FISC Bremerton (JENQ)  
NAS Whidbey Island (JENL)

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c. It is anticipated that 100 percent of all eligible outbound traffic originating from the personal property shipping office's (listed below) area of responsibility will be excluded from this rate cycle. HQMTMC anticipates these traffic requirements will be solicited under the Full Service Moving Project (FSMP). Carriers are advised they still have the option to submit rates for these installations under the present program.

**GEORGIA**

Fort Benning (CFAT)  
 Fort Gordon (CGAT)  
 Fort McPherson (CFAK)  
 Fort Stewart (CHAT)  
 MCLB Albany (CFMQ)  
 Moody AFB (CKFL)  
 NSCS Athens (CGNT)

**MARYLAND**

USNA Annapolis (BANT)

**NORTH DAKOTA**

Minot AFB (JUFL)

**VIRGINIA**

JPPSOWA, Fort Belvoir (BGAC)

**ITEM 111. 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 Carrier Coordination Agreements (CCAs), in accordance with applicable law.

d. Carriers filing rates in response to this solicitation must comply with the 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.

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ITEM 112.

**SOURCES OF ASSISTANCE**

In the event of problems or questions relative to these instructions, PPSOs should contact the appropriate area listed below:

<u>AREA</u>	<u>OFFICE</u>	<u>DSN</u>	<u>COMMERCIAL</u>
Domestic Rates	MTPP-HR	328-3281	(703) 428-3281
Domestic Volume Moves	MTPP-HR	328-3281	(703) 428-3281