

CHAPTER 7

HOISTING/LOWERING OF ARTICLES

1. Reference is made to the following documents:

- A. Domestic Personal Property Rate Solicitation, Item 315, Rigging, Hoisting, Lowering
- B. International Personal Property Rate Solicitation, Item 432, Application of Single Factor Rate

2. Domestic Shipments.

A. When it is necessary to use rigging, hoisting, or lowering service in order to accomplish pickup or delivery of a shipment, the carrier shall perform such services at the rates provided in Item 403 (Labor Charge), subject to the carrier's ability to furnish equipment and experienced personnel.

B. If the carrier is unable to furnish or secure the equipment or experienced personnel, the shipper or owner of the goods must arrange for such service.

C. If requested by the PPSO, the carrier shall, as agent for the shipper, undertake to secure such services from a third party, if available. All charges for third party service shall be advanced by the carrier and billed as an advanced charge to the Government.

3. International Shipments.

A. Hoisting/lowering of articles is included in the single factor rate for international shipments.

B. Normal hoisting/lowering, historically performed in a rate area, does not require certification of additional services. The carriers are aware of the necessity and frequency of these services and must include costs in the single factor rates.

C. Under normal conditions, PPSOs will not certify third party service or labor charges for hoisting/lowering services for shipments moving under single factor rates. However, if an article cannot be picked up from a residence or delivered to a residence by a conventional method (doorways, stairs, elevator), or the structural nature of the residence must be changed to accommodate the pickup or delivery (removal of doors, windows, etc.), the carrier, upon approval from the PPSO, will be authorized third party service. This exception is directed at the pickups and deliveries from high-rise apartment buildings and is not intended to be used for minor hoisting and lowering, such as first floor balconies in apartments and single-family dwellings.

Several questions and answers are provided below to further clarify the application of charges for hoisting/lowering.

QUESTION: If the Government is to pay for third party hoisting/lowering, are we to pay only in those cases where it is beyond the agent's normal capability?

ANSWER: Yes. This applies to both domestic and international shipments requiring third party services to complete delivery and or pickup. However, if this were normal hoisting on an international shipment, third party services would not be authorized, since carriers must include these charges in the single factor rates when such service is historically part of the normal loading/unloading service.

QUESTION: In overseas areas, if agent capability differs in one area and one agent is capable of hoisting/lowering service and another isn't, do we pay one and not the other?

ANSWER: In areas where hoisting/lowering service is prevalent, carriers must be aware of the requirement for hoisting/lowering and must include cost in their single factor rate. To pay one agent and not the other would be unfair to the carrier that provides quality service.

QUESTION: How do we ensure the cost submitted on a third party invoice is reasonable? Are there any limits set on hourly rates?

ANSWER: Estimates may be obtained from two or more companies when costs are in doubt. If the carrier is obtaining the third party contract, the PPSO can obtain an estimate to verify cost. If based on an hourly basis, have an inspector verify hours worked.

QUESTION: A shipment contained a grand piano, which had to be hoisted to the third story of an apartment building. The crew had to wait 1 1/2 hours for the equipment to arrive to hoist the piano. Is the carrier entitled to charge 1 1/2 hours waiting time?

ANSWER: This applies to both domestic and international shipments. If the crew arrived to handle the shipment at the time the shipper indicated the piano would be available for unloading, the charge for waiting time is in order. If the carrier was in charge of arranging the service and delay was not the fault of the shipper but the fault of the carrier, then waiting time would not apply. If the member were at fault, then the waiting time charge would be applicable. Charges for third party service (such as the crane service required to lift the piano to the third floor), when approved by the PPSO, are initially paid by the carrier. The carrier then submits the receipt of payment for the third party services with the rest of his billing paperwork for reimbursement.

QUESTION: On a domestic shipment that needed hoisting an article, such as a large armoire over a balcony how is the hourly rate computed?

ANSWER: If the carrier/agent did the hoisting, compute the time in hours and minutes to perform the hoisting. This includes the time to pad and secure the item (armoire) -- two men 30 minutes each plus the time to hoist. The hoisting time would more than likely be four men, two at the top and two at the bottom to hoist the item. The men at the top would be pulling the

armoire up and the two men at the bottom would lift the armoire up and then guide the armoire up the side of the building using ropes to keep the item away from the building so as to not cause damage to the armoire nor the building. There would be 1 hour for each of four men plus the 1 man-hour for two men (30 minutes each) equaling a total time of five man-hours.