

CHANGE 2 (IWO0)

SUMMARY OF CHANGES

(Effective 1 OCT 00 thru 30 MAR 00)

1. **GENERAL.** Implementation of these changes into the International Personal Property Rate Solicitation, 1-12, will create the solicitation for the International Winter (IW00) rate filing cycle.

2. **TABLE OF CONTENTS:** To reflect the changes listed below.

3. **CHAPTER 1 – Policy**

a. **Item 110: Sources of Assistance**

Page 1-4: Added HQMTMC MTPP-HO as point of contact.

b. **Item 112: Option to Exclude Traffic**

Page 1-5: Deleted Orlando Florida under Florida, and Whidbey Island, Washington under Washington

4. **Chapter 2 – Terms and Definitions**

a. **Item 240 Public File**

Page 2-5: Changed to Public Access

b. **New Item: Item 246 Required Port Delivery Date (RPDD)**

Page 2-6: Change to Required Port Delivery Date (RPDD), subsequent numbers changed

5. **Chapter 3 – Administrative Requirements**

a. **Item 300a - Rate Filing Prerequisites**

Page 3-1: Deleted Panama

b. **Item 300c – Rate Filing Prerequisites**

Page 3-2: Changed to DOD 4500.9R, Defense Transportation Regulation (DTR), Part IV.

a. **Item 317 – Intertheater Codes J and T Shipments**

Page 3-7: Included RPDD as a requirement.

b. **Item 324 - RPDD Requirements**

Page 3-9: Provided RPDD Requirements

c. **Item 331 Excess Cost**

Page 3-12: Changed point of contact to MTPP-HO

d. Item 332 Rate Verification

Page 3-12: Changed point of contact to MTPP-HO

e. Item 332 Rate Verification

Page 3-12: Changed point of contact to MTPP-HO

f. Item 333b Worldwide Nonuse Actions

Page 3-12: Changed reference to the DTR 4500.9R, Part IV

e. Item 337 – Required Numbers

Page 3-13: Changed title of item and requirement to telex or facsimile.

6. Chapter 4 – Terms, Conditions, and Rules

a. Item 408: Designation of Overseas Theater Command Areas

Page 4-5: Changed from DSC to HQMTMC

b. Item 435b and 435c: Tender of Delivery of Containerized Shipments - HHG

Page 4-25b: Deleted SIT will be effective on day of notification

Page 4-25c: Deleted SIT will be effective on the 1st workday following notification

7. Chapter 5 – Schedule of Rates and Charges

a. Item 518C and 518D: SIT and Warehouse Handling Charges - HHG

Page 5-46 Reflects change in overseas storage and warehouse handling charges for Germany, and The United Kingdom from amendment dated 21 May 1999. Deleted Panama and Scotland

b. Item 526 Layout A(2)(c): Shipments Diverted After Commencement of Transportation Service

Page 5-64 Changed Note 2 to reflect Origin instead of POE.

8. Chapter 6 – Volume Move Procedures

a. Item 602b Procedures

Page 6-1: Changed from Easylink to the Personal Property Homepage

b. Item 602c: Procedures

Page 6-1: Changed office symbol to MTPP-HR

Page 6-1-6-2: Changed to Special Movements Section and deleted Easylink Requirement

Item 602j: Procedures

Page 6-3: Changed HQMTMC's mailing address

Item 602k: Procedures

Page 6-3: Changed office symbol to MTPP-HR

a. Appendix 6D: Volume Move Rate Solicitation Message Format

Page 6D-1: Changed message address and office symbol

b. Appendix 6E: Electronic Rate Tender Format

Page 6E-1: Changed message address and office symbol

9. Chapter 7 – One-Time-Only (OTO) Procedures for HHG, UB, and Boat

a. Item 701g and h: Criteria for Use of OTO Rates

Page 7-1 Added boat procedures

b. Item 702c(3): Procedures

Page 7-2: Changed from changes submitted annually to applicable.

c Item 702d: Procedures

Page 7-2: Changed office symbol

d. Item 702e and 702h: Procedures

Page 7-3: Changed office symbol

e Item 702g: Procedures

Page 7-3: Changed HQMTMC's address and changed requirement for uniform tender to three copies .

f. Item 704: RDD Status Reports

Page 7-4: Changed office symbol and deleted requirement for negative reports

g Appendix 7B: Uniform Tender One-Time-Only Format

Page 7B-1: Line 11 – added Boat information

h. Appendix 7C: One-Time-Only Message Request

Page 7C-1: Changed message address and office symbol

i Appendix 7D: Boat OTO Message Request Format

Page 7D-1: Added with message address and office symbol change

10. Chapter 8 – OTO Rates for Frustrated Shipments

a. Item 805: Payment Responsibility, 807 Reporting Operational Problems, and 809 Announcement for Bids

Page 8-2: Changed office symbol

b. Item 809: Announcement for Bids

Page 8-2: Changed office symbol

a. Appendix 8C: Frustrated Shipment Message Format

Page 8C-1: Changed office symbol and HQMTMC's address

11. Chapter 9 – Boat One-Time-Only Procedures

Page 9-1: Included in chapter 7, this chapter is now reserved for future use.

12 Chapter 10 – Special Solicitation

a. Item 1000b: Standards

Page 10-1 Changed minimum bid submission to \$35.00 for all channels under the special solicitation

b. Item 1003b: General

Page 10-1: Solicitation has been changed to read UB and HHG from Egypt to CONUS, and HHG from CONUS to Egypt

c. Item 1003c(1): General

Page 10-2: Added Code 6, 4, and Code 8 for South and Central America

d. Item 1003c(2): General

Page 10-2: Deleted USARSO

e. Item 1003c(3): General

Page 10-2: Added Panama

f. Item 1003c(4): General

Page 10-2: Changed from Fort Clayton to Personal Property Office, Naval Station, Roosevelt Roads, Puerto Rico

g. Item 1003j: General

Page 10-3: Added Greece as a special solicitation area.

h. Item 1004c: Tender Submissions

Page 10-3: Changed HQMTMC's address

i. Item 1005c: Awards

Page 10-4: Changed to DOD4500.9R, DTR.

j. Appendix 10A and 10B

Changed from Fort Belvoir, VA to read Quantico, VA

k. Appendix 10C and Appendix D

Page 10C1 and 10D1: Changed HHG and UB from Egypt to CONUS (Code T and 8) and HHG from CONUS to Egypt (Code T)

l. Appendix 10E and 10F

Page 10E-1: Added code of service 4, 6, and 8

m. Appendix 10S and 10T

Uniform Tender Instructions and Uniform Tender for Greece

13. Chapter 11 – Code J Unaccompanied Baggage

Point of contact concerning the following changes is Mr. John Will @ TRANSCOM (618) 256-1985, email address John.Will@hq.transcom.mil.

a. Item 1100: General

Page 11-1 1100c: Requirement to provide actual weight/cube information is provided to the ITO/TMO within 3 work days after pickup at the member's residence.

Page 11-1 1100e: Added requirement that shipments must be delivered to the APOE on the RPDD specified on the GBL

b. Item 1101: Palletizing Code J UB Shipments

Page 11-1: Authorized port agents to delivery loose shipments in order to ensure delivery on the RPDD. Advised code J shipments can not be commingled. With shipments having a final destination in CONUS.

c. Item 1102: Transportation Control and Movement Document

Page 11-2: Requires port agent to provide TCMD information on computer diskette(s). POC for this item is Mr. John Will, TRANSCOM (618) 256-1985.

d. Item 1103: Military Shipment Label, DD Form 1387

Page 11-2: New Item (all subsequent numbers changed)

e. Item 1104: Movement From CONUS to Overseas

Page 11-2 1104a(1): Deleted delivery timelines and included RPDD requirement.

Page 11-2 1104b(1) Included diskette requirement.

Page 11-2 1104b(3) Changed to read These instructions apply when there is insufficient volume to consolidate by channel and RPDD..

f. Item 1105: Movement From Overseas to CONUS

Page 11-7 1105a(1): Advised RPDD procedure for Code J is planned to start NLT FY02.

Page 11-7 1105a(2): Included diskette requirement.

Page 11-7 1105a(3): Included diskette requirement.

14. Chapter 12 – Special Rate Areas and Maps

a. Item 1203e & 1203h: Special Rate Information

Page 12-3: Changed instructions for shipments between CONUS and Cuba

Page 12-4: Added shipments between CONUS and Greece to the Special Solicitation program.

15. Chapter 13 - Ports

a. Appendix 13A and 13 B

Page 13A-2 and 13B-2: Deleted Panama

15. Chapter 16 – Code 3

a. Item 1610d(2): Ocean Compensation Factors

Page 16-5: Change in ocean costs effective 1 March 2000

Page 16-6: For specified Rate Areas to CONUS West Cost Port changed from Destination to Origin

b. Item 1617 Transit Times

Page 16-8 Deleted test

c. Item 1618a: Liability

Page 16-8: Changed USC Contract to Read Technical Exhibit B Paragraph B-10

d. Item 1618b(2): Liability

Page 16-8: Changed from providing documentation from MSC to JTMO

16. Chapter 17 – Tonnage Estimates and Traffic Distribution

a Item 1706 - Random Number Table

Page 17-3: Updated for IW00 rate cycle

17. Chapter 18 – Channel Control Listing

a. **Appendix A: Channel Control Listing**

Listing posted on the MTMC Website

b. **Appendix B: Summary of Channel Control Listing**

Page 18B: Changes made to AS21

18. Chapter 19 – Rate Filing Instructions

a. **Item 1904: Responsible Carrier**

Page 19-1: Changed to DTR DOD 4500.9-R

b. **Item 1908c: Mistake in Rate Filing Procedures**

Page 19-5: Assignment of Administrative Rates: Changed to read that carriers must request to be assigned an administrative rate to permit M/T participation.

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

b. Initial rate submissions should be based on the most favorable terms to the Government from a price and service standpoint.

c. It is HQMTMC's sole intent to solicit responsible rates prepared in accordance with sound business decisions. Rates which would jeopardize financial viability of a carrier are not desired.

d. Individual rates should be constructed to stand alone without regard to rates for other channels. Carriers are encouraged to file rates only between those areas where they desire to serve.

e. Filing administrative rates during the initial filing (I/F) period, with no intention to me-too (M/T), only increases workload for all concerned, as rates may be removed during the M/T filing cycle.

f. This solicitation stands alone and is not influenced by prior practices or procedures. It may be modified only by the Deputy Chief of Staff for Passenger & Personal Property, by letter or electronic means.

Item 108

Release of Cost Data

Proprietary rate and cost data, submitted by carriers upon request of HQMTMC, is not releasable under the Freedom of Information Act.

Item 109

Carrier Correspondence

Carriers are prohibited from distributing, or having distributed on their behalf, any international HHG or UB tariffs or tenders to personal property shipping offices (PPSOs). Carriers are also prohibited from distributing any correspondence dealing with information in conflict with ITGBL program instructions furnished to PPSOs.

Item 110

Sources of Assistance

In the event of problems or questions relative to these instructions, PPSOs should first contact the responsible **MTMC designated representative** within overseas areas . Problems not resolved at these levels will be elevated to HQMTMC.

<u>AREA</u>	<u>OFFICE</u>	<u>DSN</u>	<u>COMMERCIAL</u>
599TH USATTG	MTPAC-PP	456-4710/3741	(808) 656-4710/3741
598TH USATTG	MTEUR-ITT-P	314-430-8248	011-49-711-680-8248
HQMTMC	MTPP-HR	761-9383	(703) 681-9383
	MTPP-HO	761-6933	(703) 681-6933

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Item 111

Recommendations

Recommendations for proposed changes are welcome and will be considered for future application. PPSO recommendations may be forwarded to HQMTMC, ATTN : MTPP-HR, through the responsible MTMC area command or designated MTMC representative overseas.

Item 112

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)

NORTH CAROLINA

Fort Bragg (BKAS)
MCAS Cherry Point (BKML)

WASHINGTON

FISC Bremerton (JENQ)

CONNECTICUT

NSB New London (AMNS)

MCB Camp Lejeune (BKMT)
Seymour Johnson AFB (BMFL)

FLORIDA

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

SOUTH CAROLINA

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

VIRGINIA

FISC Norfolk (BGNC)

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)

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Item 239. **Port of Embarkation/Debarkation**

a. **Ocean (WPOE/WPOD):** Includes dock, wharf, pier, or berth where cargo is loaded aboard ship or is discharged from ship, including the port terminal facility or warehouse of the carrier serving the port.

b. **Aerial (APOE/APOD):** Includes AMC facilities for loading, unloading, and handling of shipments, including the port terminal facility or warehouses of the carrier serving the port.

Item 240. **Public Access:** Personal Property Rates and information are made available on the MTMC Website at: www.mtmc.army.mil on the Personal Property Homepage to the public for review and downloading.

Item 241. **Rate Area:** An area is generally defined as each of the states and the District of Columbia in CONUS, a country/U.S. possession, or other such description in the overseas area. However, individual states and countries may be subdivided into two or more rate areas or combined into a single larger rate area to facilitate service and rate computations.

Item 242. **Rate Classes:** Groupings of rates defined as follows:

a. **Class 1 Rates:** Class 1 rates are competitive filings wherein 100 percent of the traffic for each designated traffic channel is awarded to the carrier setting the low rate during the I/F. There is no opportunity to refile or equalize rates during the M/T filing. Rates filed above the maximum criteria are computer-rejected and will be removed from the system.

b. **Class 2 Rates:** Class 2 rates are competitive filings whereby carriers establishing the low rate during the I/F are awarded a prescribed percentage of tonnage within each individual traffic channel. Carriers not establishing low rates during the I/F are permitted to adjust rates during the M/T filing to participate in residual traffic not allocated to the primary carriers. Rates filed above the maximum criteria will be computer-rejected and will be removed from the system during the M/T filing.

c. **Class 3 Rates:** Class 3 rates, although containing certain competitive aspects and, therefore, subject to competitive procedure, are generally considered noncompetitive filings because all carriers who equalize the low rate, share traffic equally with those carriers establishing the low rates. Carriers must file rates during the I/F. Carriers may elect to equalize the low rates during the M/T filing or elect to file any rate between the established low rate and the rate filed by the carrier in the I/F cycle. Rates beyond the maximum criteria will be computer-rejected and will be removed from the system.

Item 243. **Rate Cycle:** A 6-month period of time when rates filed by carriers are effective. Normal rate cycles include the periods April 1 - September 30 and October 1 - March 31 of each year.

Item 244. **Regular Working Hours:** Regular working hours include Monday through Friday, between the hours of 8 a.m. and 5 p.m., excluding all other hours of the day, days of the week, and officially declared foreign national, U.S. national or state holidays, and during any hour on Good Friday when service is rendered on that day in New York City and the New York Counties of Dutchess, Erie, Genessee, Livingston, Monroe, Nassau, Niagara, Orange, Ontario, Orleans, Putnam, Suffolk, Ulster, Wayne, Westchester, and Wyoming.

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Item 245. **Required Delivery Date (RDD):** A specified calendar date on or before when the carrier agrees to offer the entire shipment of personal property for delivery to the member or member's agent at destination. If the RDD falls on a Saturday, Sunday, foreign national, U.S. national, or state holiday, the RDD will be the following work day.

Item 246. **Required Port Delivery Date (RPDD):** In accordance with Advance Shipping Notice (ASN) The RPDD is a specified calendar date, the carrier agrees to deliver Code T and Code J shipments to the APOE as specified on the GBL. If the RPDD falls on a Saturday, Sunday, foreign national, U.S. National, or state holiday, the RPDD will be the following work day.

Item 247. **Selected Rate Listing:** A listing of rates, derived from carrier's I/F rate submission, which may be erroneous and is highlighted for careful review.

Item 248. **Shipping Container:** External container, crate, tri-wall, bi-wall, or other Government-approved container into which individual articles and/or packing cartons are placed.

Item 249. **Special Solicitation:** Rates solicited by HQMTMC from individual carriers for movement of personal property between specific rate areas.

Item 250. **Standard Point Location Code (SPLC)** A standard point location code consisting of alphanumeric characters assigned to each rate area for the purpose of geographical accounting.

Item 251. **Storage-in-Transit (SIT):** The term applied to the service under the PPGBL for the temporary storage, other than nontemporary storage, of a personal property shipment prior to final delivery.

Item 252. **Supporting Documentation** Documentation requiring carrier certification and submission to HQMTMC by designated dates provided in each cycle solicitation letter.

Item 253. **Transportation Control Movement Document (TCMD), DD Form 1384** A form used to control the movement of property while in the Defense Transportation System (DTS). Similar to a bill of lading in the commercial transportation system.

Item 254. **Unaccompanied Baggage** The portion of a member's prescribed weight allowance of personal property including professional books, papers, and equipment, normally shipped separately from the bulk of personal property and designated as such on the member's application for shipment.

Item 255. **Volume Movement** Movement of HHG, totaling 200,000 pounds or more, or UB, totaling 50,000 pounds or more, for military or civilian personnel from one origin or commuting area to one destination or commuting area within a 90-day period, will be considered a volume movement. Volume moves may be for lesser amounts if special requirements exist.

Item 256. **Working Hours:** See Regular Working Hours.

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CHAPTER III - ADMINISTRATIVE REQUIREMENTS

Item 300

Rate Filing Prerequisites

Except as provided below or in solicitation letters, a carrier must have satisfactorily completed the following administrative requirements to participate in the rate filing cycle:

a. Rate Area Approval: Carriers receive rate area approval, by code of service between CONUS and controlled overseas rate areas listed below, for which rates will be submitted. Carriers desiring to provide service for intertheater or intratheater shipments must be approved for both origin and destination areas in appropriate codes of service. A carrier must be approved in a given code of service to one or more controlled areas to be eligible to provide such code of service to and from any uncontrolled area. Carriers with Code J baggage approval will have their approval automatically extended for Codes 7 and 8. Carriers with Code 4 HHG approval will have their approval automatically extended for Code 3, 5, 6, and T. Approval for UB or HHG codes is automatic with the exception of those carriers in CFAC. To be eligible to receive traffic for the entire rate cycle, a carrier must maintain its carrier approval for each code of service throughout the entire period of the cycle. All carriers not previously approved for baggage or HHG to controlled overseas rate areas and for already approved carriers requesting additional approval, the deadline for submission of documentation is 7 months prior to the cycle the carrier intends to begin participation. Timely submission is essential to permit administrative processing. Requests for approval must be supported by any necessary rosters, operating authorities, etc., and documents submitted must be complete and correct. Incomplete applications will be returned to the carrier. Requests may be resubmitted when all supporting documents have been prepared, as required. The controlled rate areas are:

Australia	Italy	Puerto Rico
Azores, The	Japan-Central	Sardina
Belgium	Japan North	Sicily
Crete	Japan South	Spain
Germany	Korea	Turkey
Guam	Netherlands, The	United Kingdom
Hawaii	Okinawa	(England and Wales)
Iceland	Portugal	

b. Letters of Intent (LOIs):

(1) To participate in international traffic, a carrier must have an accepted LOI listing an agent/agents providing origin and destination services at every overseas PPSO to cover the entire rate area for which rates are filed. For installations covering an area in a neighboring state, the carrier's LOI must indicate whether the service will be for "all" of the PPSO's area or specifically indicate the area to be served. For example, an LOI at JPPSO Ft. Belvoir may indicate "this letter of intent is applicable to your operating area(s), all" or "this letter of intent is applicable to your operating area(s), VA and DC." The second choice excludes MD and WV, also parts of the area of responsibility of the JPPSO. It is the responsibility of the carrier to file and ensure acceptance of LOIs at all installations within the rate area for which a rate is submitted. LOIs will be filed in accordance with the requirements herein and not later than the I/F designated date specified in applicable solicitation letters. LOIs previously filed with, and accepted by, PPSOs remain valid for current and subsequent solicitations to the extent the agent list is

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current. Carriers not receiving notification of LOI acceptance from PPSOs within 10 days of the estimated date of receipt should contact the PPSO concerned to verify receipt and acceptance or rejection. While coordination between PPSOs and carriers/agents is essential to assure all carriers are afforded maximum participation opportunity, the responsibility for having an LOI accepted by the established deadline rests solely with the carrier. Unreasonable delays, beyond the control of the carrier, should be brought to the attention of MTPP-HR by telephone or message. The names, addresses, and responsible areas for all PPSOs are included in Chapter XIV. LOIs requiring amendment for new agents, address changes, telephone number changes, etc., must be so amended as required. The LOI change must be clearly marked, replacement or new, whichever is applicable.

(2) Carriers understand that:

(a) LOIs, accepted and on file by the applicable I/F designated date, will remain on file at each installation and may not be withdrawn for a minimum of 2 months from the effective date of the rates.

(b) The practice of filing rates without valid LOIs is viewed as a violation of its obligation to participate in international traffic. Carriers found in violation may be placed in nonuse into and out of the affected rate area under the provisions of MTMCR 15-1. Further , **repetitive** occurrences could result in worldwide nonuse or disqualification under the same regulation.

(c) If a carrier files rates from:

1 A CONUS origin area but fails to have an acceptable LOI on file at each PPSO responsible for that rate area, the carrier will be placed in nonuse for all ITGBL traffic originating from that rate area.

2 Overseas origin areas but fails to have an acceptable LOI on file at each PPSO responsible for that rate area, the carrier will be placed in nonuse into and out of that rate area. If a repetitive pattern is evident, approvals may be indefinitely withdrawn.

(d) When a carrier loses an agent before or during applicable rate cycle where rates have been filed, but fails to obtain a new agent within the prescribed time period, the carrier will be placed in nonuse as specified below:

1 CONUS: Placed in nonuse from the origin rate area(s) served by the affected PPSO.

2 Overseas: Placed in nonuse into and out of the entire origin rate area(s) served by the affected PPSO.

(e) If a carrier's LOI is returned before rates are published, the rates submitted for the affected channel will be removed. Return of the carrier's LOI after the initial filing of the upcoming cycle will result in nonuse and preclude participation for the current cycle as well as the succeeding cycle.

c. Agency Approvals: Agencies must be properly qualified by DOD representative as provided in the **DOD 4500.9-R, Defense Transportation Regulation (DTR), Part IV** .

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rate. Since intra-European theater rates are solicited as Class 1 rates, the low rate setter will receive 100 percent of the containerized shipments moving in these traffic channels. The low containerized rate will be compared against other methods of shipments by 598th USATTG in its Code/Mode Guide for intra-European shipments. This guide is distributed to all European PPSOs. Carrier's SFR submissions should include any anticipated currency fluctuations.

Item 315 ***Combination Intertheater Codes T/4 and T/5 Rates***

Combination rates between Pacific and European theaters will not be solicited. All Code T rates will be solicited as through rates. (See Item 317 below.)

Item 316 ***Intertheater Code 5 Shipments***

The Government will be responsible for over CONUS movement of intertheater Code 5 shipments moving between intertheater rate areas. Carriers will not be required to provide the linehaul movement between CONUS ports for these intertheater shipments, and carrier's SFRs should not include CONUS overland transportation costs.

Item 317 ***Intertheater Codes J and T Shipments***

The carrier will be responsible only for origin and destination services and delivery to and from the appropriate aerial port. **Delivery to the port will be accomplished on the Required Port Delivery Date (RPDD) reflected on the GBL.** The Government will be responsible for routing between APOE in one theater and APOD in another theater. The carrier's SFRs should not include CONUS overland transportation costs.

Item 318 ***Fire Control Systems in Overseas Warehouses (European Theater Only)***

Carrier/agent facilities located in the European theater and approved to store DOD Personal Property must meet the following minimum standards:

- a. A supervised/unsupervised fully automatic sprinkler system or a supervised fire detection and reporting system (heat or smoke detector). A supervised system is defined as a system that is connected to and/or monitored by a full-time operation fire department.
- b. Fire prevention and detection systems shall be properly maintained and inspected at least semiannually.
- c. Personal Property warehouses will have access to an adequate source of water for firefighting purposes and must be supported by a responsive fire department.

Item 319 ***Tonnage Requirements***

a. Incentive Channels: Carriers establishing the low rate must accept the actual traffic up to the designated share indicated for each traffic channel. Each traffic channel consists of all tonnage moving between PPSOs located within the applicable rate areas. Each PPSO is responsible for distributing

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Item 320

Shipment Routings

a. Codes 4, 6, 7, and 8 shipments moving between CONUS and overseas rate areas will be open routing; however, carriers are required to meet DOD performance standards irrespective of routing actually used. In this respect, carriers are cautioned to avoid routings through ports which historically become congested during peak shipping months with the resultant frustration of DOD shipments. Shipments (Codes 5 and T) entering the Defense Transportation Service (DTS) will be routed as indicated on TCMD.

b. Code 3 ocean routings will be via designated West Coast ports.

Item 321

Pickup Requirements

Carriers will be provided at least 5 working days advance notice when tendered shipments. The carrier and PPSO will agree to a pickup date. Under unusual circumstances, carriers may agree, but are not obligated, to accept pickups on less than 5 working days notice. Carriers agree that once shipments are accepted with less notice, the carrier is obligated to the agreed pickup date.

Item 322

Reporting Requirements

Within, but not more than, 10 calendar days following date of pickup of a shipment, the origin agent will provide the following information when requested by the PPSO:

a. Estimated date the shipment will be picked up by linehaul equipment for movement to the ocean or aerial port.

b. Estimated date of sailing and identity of port and vessel (Code 4).

c. Routing of vessel and discharge port (Code 4).

d. Estimated date of arrival at destination (Code 4).

Item 323

RDD Requirements

Traffic management procedures of the carrier should be geared to provide 100 percent of deliveries on time. Failure to achieve an acceptable level of on-time deliveries into any rate area may be cause for disqualification from the ITGBL program into the rate area. Disqualification may extend into subsequent rate cycles.

Item 324

RPDD Requirements

Traffic management procedures of the carrier should be geared to provide 100 percent of deliveries to the port for Code T and Code J shipments to be on the scheduled date. Failure to achieve an acceptable level of on time deliveries to the port may result in disqualification from the ITGBL program into the destination rate area. Disqualification may extend into subsequent rate cycles.

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c. In any of the above or similar instances whereby the carrier cannot meet performance standards, the Government may terminate the shipment, obtain release of the shipment from the agent, port agent, ocean or motor carrier, as applicable, and at its option, pay any charges necessary to release the shipment, and initiate action for setoff of expenses incurred by the Government in excess to those which would have been incurred if the carrier had maintained total through movement of the shipment. The carrier will be paid up to the point of termination in accordance with rates and charges contained in this solicitation. Original carrier's containers will be made available to original carrier by the new carrier at destination.

d. In the case of port agents, all DOD HHG and UB shipments must be identified on ocean bill of lading/manifests as DOD-sponsored property subject to release to DOD upon demand. This will be reduced to a written binding agreement between the carrier and its agent. In any case of shipment terminations, as for any Code T or 5 shipments, the carrier and the Government will each assume claims liability for 50 percent of any damages when such damages cannot be determined to be solely the responsibility of the carrier or the Government.

Item 331

Excess Cost

To enable DOD to collect excess costs incurred due to carriers/forwarders defaulting on shipments contained in the pipeline, carriers assuming the onward movement will maintain records of all excess costs including demurrage, storage, etc., over and above those normally associated with a shipment. Carriers will report such costs to HQMTMC, ATTN : **MTPP-HO**, for further notification to the finance centers and the General Services Administration.

Item 332

Rate Verification

Carriers/agents are required to verify their rates, as shown in block 31 of the PPGBL, upon receipt and prior to performing any services. If the rate on the PPGBL does not agree with the tendered rate of the carrier, then the carrier/agent will notify the PPSO immediately by telephone. The PPSO is responsible for verifying the destination rate area, carrier's rate, cancellation listing, etc., to determine discrepancy. At no time will the carrier perform any services until PPSO and carrier are in agreement of rate. Carriers will notify HQMTMC, ATTN : **MTPP-HO**, if PPSOs fail to provide PPGBL in a timely manner.

Item 333

Worldwide Nonuse Actions

a. When a carrier is placed in worldwide nonuse, MTPP-HR will, at the discretion of the Commander, HQMTMC, issue a special solicitation for rates in accordance with Chapter VIII. PPSOs and area commands will inspect local and port agent facilities, located in their area of responsibility, for shipments of subject carrier still on hand and will be responsible for the termination of these shipments and arranging alternate transportation to final destination.

b. Detailed procedures for processing frustrated shipments are contained in **DOD 4500.9-R, DTR.**

Item 334

Payment of Debt

Should HQMTMC be advised a carrier filing rates, under the terms of this solicitation, has failed to comply with the terms of an arrangement entered into between the carrier and an agency of the Federal Claims Collection Act of 1966 relating to transportation services, HQMTMC may place this carrier in nonuse or disqualification status until such time as the arrangement entered into by the carrier has been complied with

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Item 335

Intratheater Pacific Rates

Code T HHG originating at Australian APOEs for Pacific intratheater movement should not transit CONUS. Shipment will be routed to Hickam AFB, Hawaii, for onward movement to the destination APOD, via AMC airlift. Should shipments be shortloaded at CONUS port, movement will be via AMC opportune airlift or via surface transportation at ASIF expense. Should ITGBL carrier be required to move shipment between CONUS ports, compensation will be made under provisions of Item 528, Use of Alternate Ports Code 5 and Code T Shipments.

Item 336

Reserved for Future Use

Item 337

Required Numbers

Each carrier participating in the ITGBL program will maintain a TELEX, or facsimile number for purposes of tracings, shipment notification of changes, etc. HQMTMC, ATTN : **MTOP-HQ**, will be notified immediately of any change in number.

Item 338

Port Contract Facilities

Carrier's Code 5 SFR will include pickup and delivery of containers positioned at port contractor's facility if facility is located within 50 miles of the designated port. For example, at the military ocean terminal in Seattle, Washington, shipments may be linehauled to port contractor's facility in Kent, Washington, (approximately 26 miles from Seattle), or to Tacoma, Washington, (approximately 31 miles from Seattle). This linehaul should be included in the SFR.

Item 339

Reserved for Future Use

Item 340

Packing Privately Owned Firearms (POFs)

a. All privately-owned firearms (POFs) will be placed in a number 1 external shipping container and positioned so that they are readily accessible for examination by customs officials, when required, and the container closed and sealed at member's residence.

b. Carriers must comply with the following provisions of Public Law 103-159, Brady Handgun Violence Protection Act:

(1) Marking the outside of any package, luggage, or other container indicating that the package contains a firearm is prohibited. This does not exclude attaching documentation in a sealed envelope to a box/container of household goods.

(2) Written acknowledgement of receipt from the recipient of any package containing a firearm is required. Signatures can be on a bill of lading, inventory, or carrier-generated receipt. Signatures are only required at the time of delivery, i.e., not required at intransit points as shipments move between carriers and agents.

(3) The above provisions only apply when shipments are moving within the United States.

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Item 408

Designation of Overseas Theater Command Areas

For rate-making purposes only, the rate areas listed below are considered components of the named commands. Rates filed with HQMTMC to apply between rate areas within the same overseas theater are intratheater rates. Rates filed with HQMTMC to apply from a rate area in one theater to a rate area in another theater are intertheater rates.

Rate Areas under the jurisdiction of the Alaskan Command:

Alaska

Rate areas under the jurisdiction of the 598th USATTG are:

Algeria	Egypt	Luxembourg	Scotland
Azores	Ethiopia	Malta	Spain
Bahrain	France	Morocco	Sweden
Belgium	Germany	Netherlands	Switzerland
Crete	Ireland	Norway	Turkey
Cyprus	Israel	Portugal	United Kingdom
Denmark	Italy	Saudi Arabia	

Rate areas under the jurisdiction of the HQMTMC are:

Barbados	Iceland	Mexico	Puerto Rico
Canada			

Rate areas under the jurisdiction of the 599th USATTG are:

Australia	Hawaii	Laos	Singapore
Burma	Hong Kong	Malaysia	Taiwan
Cambodia	Indonesia	New Zealand	Thailand
China	Japan	Philippines	Vietnam
Guam	Korea		

Rate areas under the jurisdiction of the Southern Command are:

Argentina	Columbia	Honduras	Uruguay
Belize	Costa Rica	Nicaragua	Venezuela
Bolivia	Ecuador	Panama	
Brazil	El Salvador	Paraguay	
Chile	Guatemala	Peru	

Rate areas under the jurisdiction of the U. S. Forces Carribean Command are:

Dominican Republic

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(3) Servicing of articles requiring service of third parties, when ordered or authorized in writing by the PPSO.

(4) Unpacking services, when requested and approved by the PPSO.

Item 434

Terms and Conditions for Code J Shipments

These terms and conditions apply specifically to the handling and ITGBL management of Code J UB shipments moving between overseas areas and CONUS.

a. ITGBL carriers participating in Code J service agree to:

(1) Comply with requirements and procedures of AMC in reporting, documenting and handling military shipments. This includes palletizing shipments, preparation of the Transportation Control Movement Document (TCMD), DD Form 1384, for each pallet or individual shipment, delivery of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from CONUS or overseas AMC air terminal.

(2) Accept 100 percent of the Code J traffic tendered.

(3) Assume on a door-to-door basis, full responsibility for shipments and liability to the limits prescribed in Item 410, Limitation of Carrier Liability.

(4) Pick up cargo from AMC no later than one workday from time of notification and forward these shipments to their ultimate destination.

(5) Configure all Code J pallets for DC-8 or DC-10 aircraft.

Item 435

Tender of Delivery of Containerized Shipments - HHG

a. Carrier must notify PPSO of arrival of containerized shipment and provide first available delivery date within one workday after arrival at agent's facility.

b. If notification is before 12 noon, the PPSO will furnish delivery instruction or SIT control number by 5 p.m. on date of notification. Delivery must be on the day of notification or following workday, otherwise SIT number must be provided.

c. If notification is after 12 noon, the PPSO will furnish delivery instructions or SIT control number by 12 noon the following workday. Delivery must be within 2 workdays following notification of delivery, otherwise SIT number will be provided.

(1) The PPSO will provide SIT control number or delivery instruction within 24 hours of time of notification.

(2) The SIT control number will be based on carrier's available delivery date, not the date of notification.

d. Waiting time will commence upon expiration of the time limits above.

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OVERSEAS APPLICATION: Rates apply in the territory or at the points shown below based on the location of Warehouse where SIT service is provided

OVERSEAS: :	Overseas Storage for each 30 Days or fraction thereof (518C)	Warehouse Handling Charge (518D)
ALASKA	\$5.45	\$4.25
ARGENTINA	2.74	2.30
AUSTRALIA	2.65	3.15
BELGIUM, CRETE, ITALY, SARDINIA, SICILY, SPAIN, TURKEY, & ALL OTHER EUROPEAN COUNTRIES NOT OTHERWISE PROVIDED	1.60	1.60
BRAZIL	3.64	3.64
CANADA	1.65	2.30
CHILE, COLOMBIA, COSTA RICA, ECUADOR, EL SALVADOR, NORWAY	2.40	2.30
GERMANY	2.25	2.10
GUAM	1.65	1.60
GUATEMALA, HONDURAS, PERU, & VENEZUELA	3.25	3.25
HAWAII	3.75	3.95
ICELAND	3.20	3.20
JAPAN		
JAPAN-CENTRAL (JA01)	5.00	3.20
JAPAN-SOUTH (JA02)	4.25	4.00
JAPAN-NORTH (JA03)	4.35	2.60
OKINAWA (JA96)	3.00	3.00
KOREA, PHILIPPINES, & SUBIC BAY	1.05	1.05
THE NETHERLANDS	1.70	2.80
PUERTO RICO	2.55	2.55
UNITED KINGDOM	3.00	2.90
URUGUAY	2.13	1.95
ANY OTHER POINT OTHER THAN THOSE LISTED ABOVE	1.60	1.85

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- (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 carrier 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 carrier or carrier's agent not consolidated, may be considered split shipments. When offered a split shipment by an aerial or ocean POD, the carrier or carrier'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 carrier 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)

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 carrier 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.

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CHAPTER VI - VOLUME MOVE PROCEDURES

Item 600

Purpose

These instructions provide procedures for the competitive solicitation of volume move rates , to include U.S. Army COHORT moves, for personal property shipments, both HHG and UB.

Item 601

Criteria for Use of Volume Move Rates

Volume move procedures will apply under the following conditions:

- a. Estimated tonnage consisting of one or more of the following:
 - (1) HHG totaling 200,000 net pounds for military and civilian personnel.
 - (2) UB totaling 50,000 gross pounds for military and civilian personnel.
 - (3) PPSOs having special operational requirements may request a volume move for lesser amounts (for example: U.S. Army COHORT moves, base closure, etc.).
- b. Movement is from one origin (commuting area) to one destination (commuting area).
- c. Movement is normally within a 90-day period.

Item 602

Procedures

The following procedures are applicable to volume movements:

- a. When the above criteria exists, the responsible PPSO is required to submit a request via message or facsimile to HQMTMC providing appropriate information. Exceptions to Item 601 criteria may be requested, but must have full justification provided as part of the request. PPSOs having special operational requirements will include the information in the request.
- b. HQMTMC will, in turn, request volume movement rate proposals from DOD approved ITGBL **carriers via the HQMTMC Website, Personal Property Homepage**. HQMTMC may request rates on the basis of a single ITGBL code of service or, if warranted, on the basis of mixed modes and codes of service with or without additional or included services, as specified in the solicitation. The designated date for receipt of rate proposals at HQMTMC will be specified in the rate proposal request. Appendix A to this chapter is the format which will be utilized to solicit volume move rate requests from the carrier industry. Carriers will be required to submit proper and complete information for bids to be considered responsive.
- c. Carriers will provide a rate in response to the HQMTMC rate solicitation prepared and submitted as required herein and in Appendix B to this chapter via facsimile transmission. Facsimile number (703) 681-3438, **ATTN: MTPP-HR**, will be used. Submitted rates must be error-free, cannot be withdrawn, or corrected subsequent to the designated date, and must be received in HQMTMC, Room 625 , Special Movements

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Section, prior to the designated date. Rates received after the designated date will be considered non-responsive and will not be accepted. Uniform tenders are not desired and should not be submitted unless specifically requested pursuant to paragraph g below.

d. The SFR will be an exception to and will not cancel any rate currently filed with HQMTMC for the account of DOD between the same points. The alternation clause will apply and rates submitted must be lower than other rates on file for similar traffic to be considered responsive. The SFR will include all services stipulated in Chapter IV. Other rates and/or charges applicable to shipments of the volume movements shall be in accordance with Chapter V of this solicitation.

e. In addition to rates and charges, the rate tender shall include:

- (1) The percentage of the total volume move tonnage to which the rate is applicable.
- (2) The amount of tonnage expressed in pounds per day that can be picked up at the rate submitted.
- (3) The name and address of carrier's agents at origin and destination.

(4) In the event operating authority limitations require the use of one or more interlining carriers, the rate tender shall be submitted by the carrier responsible for shipment pickups at origin.

f. Carrier will provide containers. Carrier will provide for block surface movement and will provide proposed manifest data, i.e., name of vessel, departure, and arrival dates. Carrier will accept consolidated PPGBLs.

g. HQMTMC will evaluate all competitive rate offers received from carriers and consider alternative shipping methods. When the ITGBL method is selected, carriers offering the lowest overall costs consonant with the required service will be notified of acceptance of their offer. Acceptance of rates does not guarantee any offer of tonnage. Telephonic responses will constitute an agreement with the carrier that its rate is accepted. Such notification binds the carrier to a rate commitment. Alternate carriers will have the option to withdraw their volume move rate if they do not desire to participate in overflow traffic. The carrier will confirm the rate with a uniform rate tender to HQMTMC within 7 days of the dispatch of notification. The uniform rate tender must be prepared precisely as specified in Appendix C to this chapter. Deviations are not permitted. Deviations, differences between the uniform rate tender and the rate, and/or errors may cause the uniform tender to be returned to the carrier for correction and resubmission.

h. PPSOs will maintain a separate TDR for volume move tonnage. Tonnage will be distributed to the lowest overall cost carrier that can provide the required service, based upon:

- (1) The percentage that can be handled daily.
- (2) The percentage of total tonnage that can be handled.

PPSOs will continue to tender shipments to the low-cost carrier to the extent of the carrier's ability to service the shipments even though the volume may exceed the maximum percentage stated by the carrier.

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i. PPSOs will provide routing instructions for Codes 5 and T shipments. This routing will be perpetuated in the solicitation to carriers. In the event a shipment is offloaded at a port other than the port designated in block 13, the provisions of this solicitation regarding alternate ports will apply. Adjustments to the rate will be authorized, when appropriate, in accordance with established procedures.

j. Uniform tenders will be addressed to the **Commander, HQMTMC, Hoffman Building II, 200 Stovall Street, Alexandria, VA 22332-5000**. **Three** copies of the uniform tenders will be furnished and two of the **three** must be handsigned by an official signature on file with HQMTMC. One copy of the tender will be stamped with acceptance stamp and returned to the carrier. HQMTMC reserves the right, subsequent to the notification of the carrier of the acceptance of the rate proposal and while awaiting the submission of the uniform tender, to tender shipments based on the rate information provided in the rate offer.

k. Rate proposals and uniform tenders submitted in response to rate solicitations will be provided by the exact deadlines and under the exact terms, conditions, and procedures specified. This procedure stands alone, is not influenced by prior practices or procedures, and will not be subject to modification prior or subsequent to the deadlines and acceptances stipulated unless specifically modified by HQMTMC, ATTN: **MTPP-HR**, for the benefit of all parties by letter or telegram prior to the solicitation deadline. HQMTMC will not be responsible for late or misdirected rate proposals or uniform tenders which do not arrive at the point specified when caused by any party or parties not assigned to the Special Movements Branch. HQMTMC reserves the right to reject any or all offers or waive informalities and minor irregularities in offers received, to negotiate or accept offers without discussion of rates, to nonuse any rate and/or to resolicit rates, and to withdraw and reaward shipments for cause, as required.

l. All accepted rate tenders submitted in response to this solicitation will be available in the Personal Property Public File following their acceptance. The controlling PPSO will not be furnished a copy of accepted tenders. Inquiries about any rate proposal or uniform tender should be satisfied by reference to the Personal Property Public File. However, the carrier tendering the accepted rates will be notified their rates have been accepted. Carriers not receiving notification to submit confirming uniform tenders within 7 working days of the specified deadline should assume that its proposal was not accepted. Specific notice of the nonuse of rate proposals will not be furnished.

m. Although no guarantee is expressed or implied, HQMTMC will make every effort to protect the confidentiality of rates submitted in response to solicitations prior to the deadline established.

n. HQMTMC may solicit and receive rates by telephone. When this occurs, the procedures applicable to electronic solicitations and responses will remain unaltered except telephonic communications will be substituted for electronic communications.

Item 603

Mistake in Rate Filing

The general procedures contained elsewhere in this solicitation also apply to these rates. When the low rate carrier determines an error was committed in preparing the rate, and the error warrants the allegation of a MIRF, the carrier may request their award be cancelled within 7 days of award notification. The carrier will provide clear and convincing evidence the error was committed by mistake. HQMTMC will make the determination whether to allow rescission of the rate.

Item 604

Participation

Participation in the volume movement program is strictly voluntary.

ORIGINAL APPENDIX 6D-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

VOLUME MOVE RATE SOLICITATION MESSAGE FORMAT

The following message format will be utilized by MTMC to solicit volume move rates.

FROM: CDRMTMC ALEXANDRIA VA//MTPP-HR//

TO: ALL ITGBL DOD APPROVED CARRIERS

SUBJ: VOLUME MOVEMENT NUMBER _____

A. MTMC ITGBL RATE SOLICITATION

1. IN ACCORDANCE WITH AND SUBJECT TO THE TERMS, CONDITIONS, AND PROCEDURES IN REFERENCE A, AN OFFER FOR THE FOLLOWING VOLUME MOVE IS SOLICITED.

- A. ORIGIN (PICKUP POINT/RATE AREA)
- B. DESTINATION (ACTUAL DELIVERY POINT/RATE AREA)
- C. CODE OF SERVICE AND ROUTING, IF APPLICABLE
- D. ORIGIN PPSO (INCLUDING GBLOC)
- E. DESTINATION PPSO (INCLUDING GBLOC)
- F. ESTIMATED NUMBER OF SHIPMENTS
- G. EFFECTIVE PERIOD OF TIME FOR MOVEMENT OF SHIPMENTS
- H. ESTIMATED TOTAL WEIGHT
- I. WEIGHT SUBJECT TO STORAGE-IN-TRANSIT (IF APPLICABLE)
- J. DEADLINE FOR FILING RATES
- K. SPECIAL MOVEMENT REQUIREMENTS, IF APPLICABLE

ORIGINAL APPENDIX 6E-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

ELECTRONIC RATE TENDER FORMAT

The following format must be utilized by carriers when submitting electronic rate tenders in advance of uniform tenders.

TO: CDRMTMC ALEXANDRIA VA//MTPP-HR//

SUBJECT: VOLUME MOVE-FILE (NUMBER), FROM _____ TO _____

- A. CARRIER'S NAME AND STANDARD CARRIER ALPHA CODE.
- B. CODE OF SERVICE.
- C. SINGLE FACTOR RATE.
- D. PERCENTAGE OF THE TOTAL TRAFFIC OFFERED BY THE SOLICITATION TO WHICH THE RATES ARE APPLICABLE.
- E. MAXIMUM POUNDS PER DAY THAT CAN BE PICKED UP AND DELIVERED AT THE RATE SUBMITTED.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

**CHAPTER VII - ONE-TIME-ONLY (OTO) PROCEDURES FOR HHG, UB AND
BOAT**

Item 700

Purpose

These instructions provide procedures for the competitive solicitation of OTO rates for personal property shipments (HHG and UB).

Item 701

Criteria for Use of OTO Rates

OTO procedures will apply under the following conditions:

- a. When origin to destination rates are not solicited under the ITGBL program.
- b. When a shipment is diverted to or from a point which there is no rate available.
- c. When a shipment requires conversion, i.e., from Code 4 to Code 5 service or from Code 7 to Code 8 service, due to strike or other conditions which impedes timely service and the carrier to which the shipment was tendered does not offer alternate rates in the converted service.
- d. When a shipment requires reshipment under conditions specified in Chapter V of this solicitation.
- e. When a carrier accepts shipment on a channel where it has no effective rate on file, acceptance constitutes an agreement by the carrier to perform the transportation services at a rate negotiated under these procedures. If there is a HQMTMC-accepted rate on file for the channel, then the low rate on file will be the negotiated rate.
- f. Under certain circumstances, HQMTMC may agree to terminate the shipment, especially when the shipment remains at origin or has not proceeded beyond the port of embarkation. However, when termination is approved, the carrier agrees to reimbursement only for costs incurred to the point of termination, as contained in Chapter V of this solicitation.
- g. When the **boat** will not fit into a standard size overseas container. However, the OTO boat request will not be for small canoes, kayaks, or rowboats. These small boats will be crated utilizing Item 508 of the rate solicitation and then moved with the member's shipment under the SFR.
- h. When the **boat/boat** trailer is not voluntarily accepted by the next ITGBL carrier on the traffic distribution record (TDR). If the shipment is accepted by an ITGBL carrier, all accessorial are paid under this solicitation.

NOTE: Jet skis or trailers for jet skis are not considered boat shipments.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

Item 702

Procedures

The following procedures are applicable to OTO rates.

a. When one of the above criteria exists, the PPSO will submit the necessary information to solicit an OTO rate. This information will be submitted via message or facsimile NLT 20 days prior to pickup date requested.

b. PPSOs will provide routing instructions for Codes 5 and T shipments. This routing will be included in the solicitation to carriers. In the event a shipment is offloaded at a port other than the port designated, the provisions covering alternate ports will apply.

c. HQMTMC will solicit rate proposals from ITGBL carriers approved to participate in the OTO program. Only approved carriers may submit bids. Bids submitted without proper approval will be rejected. Carriers requesting OTO approval must submit the following documentation:

(1) A statement that the carrier has completed 12 months of continuous service as a DOD-approved ITGBL carrier. Carrier must have had a satisfactory performance during the 12-month period. Satisfactory ITGBL performance is defined as a satisfactory TQAP score for the most recent 6-month performance cycle (April 1 to September 30 or October 1 to March 31) at no less than 90 percent of total installations serviced.

(2) A list of codes of service for which the carrier is requesting approval.

(3) A list of countries in which the carrier would like to participate, enclosing the name(s) and location of agent(s) for each country. Agents located outside of CONUS, Alaska, Hawaii, and controlled rate areas listed in Item 300 need not be DOD-approved. This does not restrict the carrier to use only the agent(s) listed. Carriers are required to submit changes when applicable.

(4) A copy of the carrier's standard operating procedures (tracing and traffic management procedures) used to process international OTO shipments.

(5) Telephone numbers at which key employees can be reached during nonworking hours in case of an emergency. These numbers will be utilized in case of emergency situations, such as an embassy evacuation. This is a voluntary requirement; however, carriers who cannot be contacted on short notice may not be able to submit their bids in a responsive manner.

(6) To minimize the Government's administrative costs in the operation of the OTO program, such as costs associated with electronic transmission of requests for bids to carriers and to remain active on the bidders mailing list, approved carriers must submit a minimum of three bids each 90 days. This three-bid rule only applies to areas in the OTO program where the carrier has agreed to serve and where there have been rates solicited.

d. OTO rate requests will be solicited via the HQMTMC Homepage or facsimile transmission each Government workday. Carriers desiring additional information may contact **MTPP-HR**, by calling (703) 681-9577.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

e. Bids will be submitted to **MTPP-HR** only via the HQMTMC Homepage. Bids will be submitted within time specified in the OTO solicitation. Bids must be error free, cannot be withdrawn, or corrected subsequent to the deadline, and must be offered prior to the deadline. If you are experiencing problems with your transmission, please contact **MTPP-HR** before the 1300 hours deadline. Bids received after the deadline will be considered nonresponsive and will not be considered. Uniform tenders are not desired and will not be

submitted unless specifically requested pursuant to paragraph h below. Bids will include whether American flag or foreign flag service will be provided. When a carrier utilizes foreign flag service or American flag service which is used in conjunction with a foreign flag feeder, the carrier must identify the foreign flag portion in their bid. Acceptance of a bid with foreign flag routing from HQMTMC does not grant foreign flag approval. Foreign flag approval must be obtained in accordance with the Tender of Service.

f. HQMTMC will evaluate all competitive bid offers received from carriers as well as alternative shipping methods. When the OTO method is selected, the carrier offering the lowest overall responsive bid will be notified of the shipment award. Telephonic responses will constitute an agreement with the carrier that its bid is accepted. Such notification binds the carrier to a rate commitment. The carrier must acknowledge an award by providing the tender number, origin agent, and destination agent within 24 hours of award notification by HQMTMC. The carrier must confirm its bid with an OTO uniform rate tender to HQMTMC within 21 days of the award notification. The uniform OTO rate tender must be prepared precisely as specified in Appendix A for HHG and UB and Appendix D for boats to this chapter. Deviations are not permitted. Deviations, differences between the uniform rate tender and the rate provided, and/or errors will cause the uniform tender to be returned to the carrier for correction and resubmission.

g. Uniform tenders will be addressed to the Commander, HQMTMC, **Hoffman Building II, 200 Stovall Street, Alexandria, VA 22332-5000**. Three copies of the uniform tenders must be furnished and two of the **three** will be handsigned by an official with a signature on file with HQMTMC. One copy of the tender will be stamped with acceptance stamp and returned to the carrier. HQMTMC reserves the right, subsequent to the notification of the carrier of the acceptance of the rate proposal and while awaiting the submission of the uniform tender, to notify the transportation office based on the rate information provided in the rate offer. The carrier will include use of foreign flag service and the AMC/JTMO authorization number on the tender.

h. Bid proposals and uniform tenders submitted in response to OTO rate solicitations will be provided by the exact deadlines and under the exact terms, conditions, and procedures specified. This procedure stands alone, is not influenced by prior practices or procedures, and will not be subject to modification prior or subsequent to the deadlines and acceptances stipulated unless specifically modified by HQMTMC, **ATTN: MTPP-HR**, for the benefit of all parties by letter or telegram prior to the solicitation deadline. HQMTMC will not be responsible for late or misdirected rate proposals or uniform tenders which do not arrive at the point specified when caused by any party or parties not assigned to the Special Movements Branch. HQMTMC reserves the right to reject any or all offers or waive informalities and minor irregularities in offers received, to negotiate or accept offers without discussion of rates, to decline usage of any rate and/or to resolicit rates, and to withdraw and reaward shipments for cause, as required.

i. All accepted rate tenders submitted in response to this solicitation will be available in the Personal Property Public File following their acceptance, and the Personal Property Information Bulletin Board. The controlling PPSO will not be furnished a copy of the accepted tenders. Inquiries about any OTO rate proposal or uniform tender should be answered by reference to the Personal Property Public File.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

j. Although no guarantee is expressed or implied, HQMTMC will make every effort to protect the confidentiality of rates submitted in response to solicitations prior to the deadline established.

k. HQMTMC may solicit and receive rates by telephone. When this occurs, the procedures applicable to electronic solicitations and responses will remain unaltered except that telephonic communications will be substituted for electronic communications.

Item 703

Mistake in Rate Filing

The general procedures contained elsewhere in this solicitation also apply to OTO rates. When the low rate carrier determines an error was committed in preparing the rate, and the error warrants the allegation of a MIRF, the carrier may request their award be cancelled within 7 days of award notification. The carrier will provide clear and convincing evidence the error was committed by mistake. HQMTMC will make the determination whether to allow rescission of the rate. Adjustments to the OTO rate, as authorized under MIRF procedures, will be indicated in the corrected OTO tender.

Item 704

RDD Status Reports

Carriers participating in the OTO program will be required to provide an RDD status report of all shipments that will miss the RDD. Reports are requested the first work day of each week to HQMTMC, **ATTN: MTPP-HR**. This report will reflect shipment information in the following format:

OTO Number	Member's Name	RDD	Est. Del. Date	Current Location	Remarks
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This report, which may be submitted via facsimile transmission, must provide information on all shipments not cleared by the destination PPSO/GSO. Definitions are as follows:

- a. OTO Number: MTMC file number.
- b. Member's Name: Last name, first name of the member.
- c. Est. Del. Date: Carrier's estimated delivery date to destination PPSO/GSO.
- d. Current Location (three categories) : 1 - origin PPSO/GSO area; 2 - intransit via transport; 3 - destination PPSO/GSO area.
- e. Remarks: Problems; unusual delays; why shipment will miss the RDD; waiting clearance for use of foreign flag, etc.

ORIGINAL APPENDIX 7B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

UNIFORM TENDER ONE-TIME-ONLY FORMAT

This appendix provides the exact information that must be contained in uniform tenders. Deviation is not permitted. The following data descriptions are keyed to the uniform tender illustration at Appendix A. Do not submit or reproduce and submit this illustration.

<u>BLOCK NO.</u>	<u>DESCRIPTION</u>	<u>ENTRY</u>
1	Commodity	Enter OTO, commodity (HHG or UB), Code of Service, Name and SSN.
2	Tender Number	Carrier assign a unique OTO tender number.
3	Origin	Enter origin city, state/country.
4	Issue Date	Enter date prepared by carrier.
5	Expiration Date	Enter pickup date + 30 days.
6	Destination	Destination city, state/country.
7	Effective Date	Enter "MTMC Acceptance."
8	Carrier File Number	Optional carrier use.
9	Issuing Carrier	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s)	Enter the SFR in dollars and cents per net cwt for HHG or per gross CWT for UB. for Boats enter flat charge
12	Minimum Weight	Enter exactly "500 lbs. net" for HHG or "100 lbs. gross" for UB.
13-13b	Route(s)	Optional carrier use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance Operating Authority	Enter operating authority, as required.
16-21		Do not alter.
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at HQMTMC.

ORIGINAL APPENDIX 7C-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

ONE-TIME-ONLY MESSAGE REQUEST

FROM: PPSO

TO: CDRMTMC ALEXANDRIA VA//MTPP-HR//

SUBJ: REQUEST FOR ONE-TIME-ONLY PERSONAL PROPERTY SHIPMENT

1. MEMBERS NAME, RANK, SSN, MILITARY SERVICE.
2. CODE OF SERVICE.
3. ORIGIN (INCLUDE CITY, STATE/COUNTRY, GBLOC).
4. DESTINATION (INCLUDE CITY, STATE/COUNTRY, GBLOC).
5. PICKUP DATE.
6. REQUIRED DELIVERY DATE.
7. ESTIMATED WEIGHT IN NET POUNDS FOR HOUSEHOLD GOODS AND GROSS POUNDS FOR UNACCOMPANIED BAGGAGE.
8. DATE OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
9. ROUTING FOR CODE 5/T SHIPMENTS.
10. LIST SUSPENDED CARRIERS.
11. REMARKS (INCLUDE INFORMATION, I.E., SHIPMENT PACKED AND CRATED, SHIPMENT IN NTS, USE OF SPECIFIC AGENTS AT ORIGIN OR ANY OTHER UNUSUAL CIRCUMSTANCES).

APPENDIX C

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ORIGINAL APPENDIX 7D-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

BOAT OTO MESSAGE REQUEST FORMAT

FROM: PPSO

TO: CDRMTMC ALEXANDRIA VA//MTPP-HR//

SUBJ: REQUEST FOR PERSONAL PROPERTY ONE-TIME-ONLY (OTO) WITH BOAT RATE

1. MEMBER'S NAME/RANK/SSN.
2. CODE OF SERVICE (4).
3. ORIGIN PPSO: INCLUDING GBLOC AND PICKUP POINT OF SHIPMENT IF OTHER THAN INSTALLATION. (HHG AND BOAT)
4. DESTINATION CITY, INSTALLATION, GBLOC, STATE/COUNTRY.
5. PICKUP DATE.
6. REQUIRED DELIVERY DATE.
7. ESTIMATED WEIGHT IN NET POUNDS FOR HHG.
8. ESTIMATED WEIGHT IN NET POUNDS FOR BOAT. BOAT REQUESTS MUST INCLUDE THE FOLLOWING: BOAT-LENGTH, WIDTH, HEIGHT, MOTOR-MAKE, SERIAL NUMBER, WEIGHT, WHETHER INBOARD OR OUTBOARD.

NOTE: WHEN BOAT IS MOVING WITH TRAILER, COMBINED DIMENSIONS ARE REQUIRED.

9. DATE BOAT OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
10. LIST CARRIERS IN NONUSE.
11. POINT OF CONTACT/TELEPHONE NUMBER.

APPENDIX D

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INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

Collection from other carriers will be the responsibility of the carrier. Carriers are required to maintain records identifying all charges associated with demurrage and report same to **MTPP-HO** upon request. Carriers will be required to obtain new weight tickets and will bill on the new weight. The weight of the original shipment will have no bearing on the new shipment.

Item 806 ***Return of Carrier Equipment***

Carriers will be responsible for notifying original carrier's agent that property (containers, etc.,) is available for pickup upon delivery of shipment.

Item 807 ***Reporting Operational Problems***

Carriers must notify HQMTMC, ATTN : **MTPP-HO**, when any problems occur such as failure to obtain PPGBL from PPSO or failure to obtain release of shipment from ocean carrier.

Item 808 ***Standards***

Shipments are subject to all provisions and rules contained in this solicitation and the Tender of Service. Awards to carriers failing to provide timely movement of property will be terminated and the carriers will be removed from the OTO program unless failure is through no fault of the carrier.

Item 809 ***Announcement for Bids***

When it becomes necessary to obtain bids for the movement of frustrated shipments, HQMTMC, ATTN: **MTPP-HR**, will issue a message announcing the effective dates and name(s) of the involved carriers. The estimated volume of property to be moved will be provided in the announcement, if known. The deadline for submission of bids will also be contained in the message. See example of message at Appendix A.

Item 810 ***Submission of Bids***

Bids may be submitted for all ports for both HHG and UB or carriers may choose only those ports and commodity they desire to serve. Carrier will submit bids by fascimile in the following format:

TENDER NO: _____

PORT

HHG

UB

CONUS

- Baltimore
- Charleston
- Houston
- Jacksonville
- Los Angeles
(Includes Long Beach)
- Miami
- New Orleans

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ORIGINAL APPENDIX 8C-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

FRUSTRATED SHIPMENT MESSAGE FORMAT

The following message format will be utilized by MTMC to solicit rates for frustrated shipments.

FROM: CDRMTMC ALEXANDRIA VA//**MTTPP-HR**//

TO: ALL ITGBL DOD APPROVED CARRIERS

SUBJ: SOLICITATION FOR RATES FOR FRUSTRATED SHIPMENTS AT PORTS

A. MTMC ITGBL RATE SOLICITATION

1. IN ACCORDANCE WITH AND SUBJECT TO THE TERMS, CONDITIONS, AND PROCEDURES IN REF A, AN OFFER FOR SERVICE FROM OCEAN PORTS IS SOLICITED TO MOVE PROPERTY FRUSTRATED BY THE NONUSE _____.
2. THE EFFECTIVE DATE OF THIS SOLICITATION IS FROM _____ THROUGH _____. TENDERS SHOULD BE PREPARED ACCORDINGLY.
3. RATES WILL BE STATED AS PERCENTAGE OF THE APPLICABLE LINE HAUL RATES CONTAINED IN CHAPTER V OF REF A. CARRIERS MAY SUBMIT RATES FOR ONE OR MORE PORTS AS DESIRED.
4. OFFERS MUST BE RECEIVED AT MTMC, **HOFFMAN BUILDING II, 200 STOVALL STREET, ALEXANDRIA, VA 22332-5000**, BY 2 P.M. _____.

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INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

THIS CHAPTER FOR FUTURE USE

(FOR OTO BOAT INFO, PLEASE REFER TO CHAPTER 7)

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INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

CHAPTER X - SPECIAL SOLICITATION

Item 1000

Standards

a. Carrier will abide by provisions of the Tender of Service and the International Personal Property Rate Solicitation. Special Solicitation shipments are considered international shipments and are subject to the rules, regulations, and provisions of this solicitation. Accessorial services will be governed by rates and charges contained in this solicitation. Carriers failing to meet service standards may be removed from participation.

b. Rates will be reviewed for consistency with other rates submitted for the same rate area as well as adjacent rate areas. Suspect rates will be reviewed by HQMTMC on a case-by-case basis. Carriers may be required to provide the rate construction breakdown of the suspect rate(s), in accordance with Item 326. Carriers must submit a minimum bid submission of \$35.00 for all channels under the special solicitation.

If the rate(s) is deemed to be noncompensatory, it will be rejected without further opportunity for the carrier to correct or refile rates. As rates are awarded based on an aggregate total for each rate area, removal of a rate(s) will be cause for rejection of all rates to and/or from the affected rate area.

Item 1001

Estimated Tonnages

Estimated tonnages are based on historical records. Tonnages will not be construed as a guarantee by the Government of any volume of traffic.

Item 1002

Firm Charges

Rates and charges tendered herein are firm for the term of the tender (6 months) and may not be changed. See paragraph 1007 for cancellation.

Item 1003

General

These procedures solicit competitive rates for the following areas.

a. UB shipments from Quantico, Virginia to American Embassies.

(1) Code 8 rates for UB shipments from the Marine Corps Developmental and Educational Command, Quantico, Virginia, to specified American Embassies.

(2) Shipments will be controlled by Joint Personal Property Shipping Office, Fort Belvoir, Virginia.

b. HHG and/or UB shipments from Egypt to CONUS and HHG from CONUS to Egypt.

(1) Code T rates for HHG shipments and code 8 shipments from Egypt and moving to CONUS rate areas and Code T shipments from CONUS to Egypt

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

c. HHG and UB shipments to/from South and Central America.

(1) Code T, 6, and 4 HHG and Code 8 UB shipments from/to South and Central American countries and CONUS rate areas. **NOTE: Due to the use of commercial narrow-body aircraft, external shipping containers for Code T shipments moving to/from South and Central America in accordance with PPP-B-601, style A or B, are required, not to exceed 60 inches in height. In accordance with Item 508, special packing arrangements will be authorized by the PPSO for oversize items which will not fit into the restricted height container.**

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

(3) Rates for Dominican Republic and Nicaragua and Panama are solicited under the OTO program.

(4) Carriers will submit bids based upon the use of agents listed in Appendix H. Agents requesting approval should address their request to the Personal Property Office, Naval Station, Roosevelt Roads, Puerto Rico.

d. HHG and/or UB shipments from Thailand to CONUS.

(1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments originating in Thailand and moving to CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

(3) Carriers will submit bids based upon the use of one of the following Embassy-approved agents: F.P.S. Transport and Services Co., Ltd., Fax (662) 391-9147, Transpo International Ltd., Fax (662) 259-6555, Union Transfer and Storage Co., Ltd., Fax (662) 249-9619, JVK Int'l Movers, Fax (662) 375-2925, Thai International, Fax (662) 375-8238.

e. HHG and/or UB shipments to/from CONUS and Singapore.

(1) Code 4 for HHG shipments and Code 8 rates for UB shipments to/from Singapore and CONUS rate areas.

(2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

f. HHG Shipments from Mexico.

(1) Codes 1 and 2 HHG shipments originating in Mexico and moving to CONUS rate areas. Carriers will submit bids stated as a percentage of the baseline rates table provided at Appendix T to this chapter.

(2) Shipments will be controlled by the American Embassy, Mexico City.

g. HHG to/from CONUS and Canada.

(1) Codes 1 and 2 rates for HHG shipments to/from provinces and territories in Canada (including Argentina, Newfoundland (Code 2 only)) and CONUS rate areas. Carriers will submit bids stated as a percentage of the baseline rates table provided at Appendix V to this chapter.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

- (2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.
- h. UB Shipments to/from Kuwait.
 - (1) Code 8 rates for UB shipments to/from Kuwait and CONUS rate areas.
 - (2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.
- i. HHG and/or UB for shipments to/from CONUS and Bahrain.
 - (1) Code T for HHG shipments and Code 8 rates for UB shipments to/from Bahrain and CONUS rate areas.
 - (2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.
- j. **HHG and/or UB shipments to/from CONUS and Greece.**
 - (1) **Code 4 rates for HHG shipments and Code 8 rates for UB shipments to/from Greece and CONUS rate areas.**
 - (2) **Shipments will be controlled by various PPSOs dependent upon the member's duty station.**

Item 1004

Tender Submissions

- a. Carriers must submit bids for each rate area listed d. Failure to provide a rate for each area listed will be considered nonresponsive; therefore, tender will be rejected. Tenders must be typed. Alteration in any way may cause tenders to be rejected. The use of correction tape, white out, or pen-and-ink changes are not permitted. Instructions for submissions by diskette are provided at Appendix 10G.
- b. Submission of Special Solicitation rates must be accomplished on the tender provided in Appendix W. Reproduction of blank tender is authorized. Failure to comply with instructions contained in the applicable appendices and submit the tender by the I/F deadline will render the tender nonresponsive.
- c. Tenders must be addressed to the Commander, **HQMTMC, ATTN: MTPP-HR, Hoffman Building II, 200 Stovall Street, Alexandria, VA 22332-5000**. Three copies of the uniform tenders must be furnished, two of which must be handsigned by an official with a signature on file with HQMTMC.

Item 1005

Awards

- a. HQMTMC, MTPP-HR, will evaluate rates based on the total aggregate price of services to and/or from Special Solicitation rate areas. For areas where rates are only solicited for one direction (i.e., Mexico to CONUS), the carrier submitting the lowest overall rate for that area will be awarded the traffic. For areas where rates are solicited for both directions (i.e., to/from CONUS and Bahrain), rates will be awarded based on the total aggregate of the rates submitted for both directions for each specified code of service.
- b. The controlling PPSO will offer all tonnage to the carrier ranked first (primary). In the event prior commitments prevent the primary carrier from accepting tonnage, the carrier ranked second will be offered the tonnage.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

c. Refusals to handle shipments will be handled in accordance with the Tender of Service and **DOD 4500.9-R, DTR.**

d. Carriers with first, second, or third place ranking are required to submit to HQMTMC, at the end of the rate cycle, the total number of shipments, total weight of shipments, and the origin and destination of shipments moved during that cycle.

Item 1006 *Agents*

The name and point of contact of your agent in overseas areas must accompany all tender submissions. Failure to submit the agent listing may cause your tender to be returned as nonresponsive.

Item 1007 *Cancellation*

Carriers may cancel tenders by submission of a supplemental tender in accordance with cancellation dates for corresponding cycle. PPSOs will be notified.

Item 1008 *Participation*

Participation in these solicitations is strictly voluntary.

ORIGINAL APPENDIX 10A-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of UB from MCDEC **Quantico, Virginia** to specified American Embassies. Deviation is not permitted.

<u>BLOCK NO.</u>	<u>DESCRIPTION</u>	<u>ENTRY</u>
1	Commodity	Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Quantico, VA.
4	Issue Date	Enter date prepared by carrier.
5	Expiration Date	Last day of rate cycle.
6	Destination	American Embassies.
7	Effective Date	First day of rate cycle.
8	Carrier File Number	Optional carrier use.
9-9a	Issuing Carrier	Enter full corporate name and Standard Carrier Alpha Code (SCAC.)
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter rates, in dollars/cents per gross hundredweight and identify the applicable Solicitation.
12	Minimum Weight	Enter "100 lbs. gross."
13-13b	Routing	Optional carrier use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance Operating Authority	Enter operating authority, as required.
16-21		Do not alter.
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at HQMTMC.

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ORIGINAL APPENDIX 10B-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES
FOR TRANSPORTATION SERVICES

FROM: **Quantico, Virginia**

Tender No. _____

TO:

RATE

AFRICA SOUTH, PRETORIA (TQDK)

ALGERIA, ALGIERS (TFDK)

ARGENTINA, BUENOS AIRES (ZADK)

AUSTRIA, VIENNA (VHDK)

BAHAMAS, NASSAU (OADK)

BANGLADESCH, DHAKA (SAAC)

BARBADOS, BRIDGETOWN (OVDK)

BOLIVIA, LA PAZ (ZBDK)

BRAZIL, BRAZILIA (ZCDK)

BRAZIL, RIO DE JANEIRO

BULGARIA, SOFIA (UJDK)

CAMEROON, YAOUNDE (IDDK)

CANADA, OTTAWA (NJDK)

CHINA, **BEIJING** (QBDK)

COLOMBIA, BOGOTA (ZFDK)

CONGO, BRAZAVILLE (IADK)

CROATIA, ZAGREB

CYPRUS, NICOSIA (UWDK)

CZECHOSLOVAKIA, PRAGUE (VMBK)

APPENDIX B

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ORIGINAL APPENDIX 10B-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TO: RATE

DENMARK, COPENHAGEN (VEDK)

DOMINICAN REPUBLIC, SANTO DOMINGO (OLDK)

ECUADOR, QUITO (ZGDK)

EGYPT, CAIRO (TNDK)

EL SALVADOR, SAN SALVADOR (OMDK)

ETHIOPIA, ADDIS ABABA (TADK)

FINLAND, HELSINKI (VNDK)

FRANCE, PARIS (VGDK)

GABON, LIBREVILLE, (TYDK)

GHANA, ACCRA (TPDK)

GREECE

GRENADA

GUATEMALA, GUATEMALA CITY (ONDK)

HAITI, PORT AU PRINCE (OWDK)

HONDURAS, TEGUCIGALPA (OODK)

HONG KONG (SJDK)

HUNGARY, BUDAPEST (VODK)

INDIA, NEW DELHI (SBDK)

INDONESIA, JAKARTA (RCDK)

IRELAND, DUBLIN (YTDK)

ISRAEL, TEL AVIV (SHDK)

IVORY COAST, ABIDJAN (THDK)

JAMAICA, KINGSTON (OXDK)

APPENDIX B

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ORIGINAL APPENDIX 10B-3

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TO: RATE

JORDAN, AMMAN (SQDK)

KAZAKSTAN, ALMATY

KENYA, NAIROBI (TMDK)

KUWAIT, KUWAIT (SLDK)

LEBANON, BEIRUT (SRDK)

LIBERIA, MONROVIA (TCDK)

LUXEMBOURG (VQDK)

MADAGASCAR, ANTANANRIVO (TLDK)

MALAYSIA, KUALA LUMPUR (RDDK)

MALI, BAMAKO (TDDK)

MAURITIUS, PORT LOUIS (RRDK)

MEXICO, MEXICO CITY (OYDK)

MOROCCO, RABAT (TEDK)

MYANMAR, RANGOON (SIDK)

NEPAL, KATHMANDU (SKDK)

NEW ZEALAND, CHRISTCHURCH (RENC)

NICARAGUA, MANAGUA (OPDK)

NIGER, NIAMEY (TIDK)

NIGERIA, LAGOS (TJDK)

OMAN, MUSCAT (JXDK)

PAKISTAN, ISLAMABAD (SEDK)

PAKISTAN, KARACHI

APPENDIX B

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1 October 00

ORIGINAL APPENDIX 10B-4

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TO: RATE

PARAGUAY, ASUNCION (ZHDK)

PERU, LIMA (ZIDK)

PHILIPPINES, MANILA

POLAND, WARSAW (VDDK)

ROMANIA, BUCHAREST (VPDK)

RUSSIA, ST. PETERSBURG

RUSSIA, VLADIVOSTOK

SENEGAL, DAKAR (TSDK)

SINGAPORE, REPUBLIC OF (RIDK)

SOMALIA, MOGADISCIO (IBDK)

SOUTH AFRICA, CAPETOWN

SOVIET UNION, MOSCOW (STDK)

SRI LANKA, COLOMBO (SPDK)

SUDAN, KHARTOUM (TWDK)

SWEDEN, STOCKHOLM (VKAK)

SWITZERLAND, BERN (VLDK)

SWITZERLAND, GENEVA

SYRIA, DAMASCUS (SMDK)

TANZANIA, DAR ES SALAAM (TZDK)

THAILAND, BANGKOK (RHDK)

TRINIDAD, PORT OF SPAIN

TUNISIA, TUNIS (TUDK)

APPENDIX B

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1 October 00

ORIGINAL APPENDIX 10B-5

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TO: RATE

UGANDA, KAMPALA

UKRAINE, KIEV

UNITED ARAB EMIRATES, ABU DHABI (TBDK)

URUGUAY, MONTEVIDEO (ZJDK)

VENEZUELA, CARACAS (AKDK)

VIETNAM, HANOI

YEMEN, RAB REPUBLIC, SANA (SNDK)

YUGOSLAVIA, BELGRADE (UKOK)

ZAIRE, KINSHASA (TVDK)

ZAMBIA, LUSAKA (TXDK)

ZIMBABWE, HARARE (IGDK)

ORIGINAL APPENDIX 10C-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of **HHG and/or UB** from Egypt to CONUS and HHG from CONUS to Egypt. Deviation is not permitted.

<u>BLOCK NO.</u>	<u>DESCRIPTION</u>	<u>ENTRY</u>
1	Commodity	Enter Household Goods (Code T), and/or Unaccompanied Baggage (Code 8) .
2	Tender Number	Assign unique six-position tender number.
3	Origin	Egypt.
4	Issue Date	Enter date prepared by carrier.
5	Expiration Date	Last day of rate cycle.
6	Destination	CONUS Rate Areas.
7	Effective Date	First day of rate cycle.
8	Carrier File Number	Optional carrier use.
9-9a	Issuing Carrier	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter rates, in dollars/cents per net hundredweight, and identify the applicable Solicitation. You may enter rates for both Code 4 and Code 8 or only one commodity.
12	Minimum Weight	Enter "500 lbs. net" for Code T, and "100 lbs. gross" for Code 8.
13-13b	Route(s)	Optional carrier use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance Operating Authority	Enter operating authority, as required.
16-21		Do not alter.
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at HQMTMC.

APPENDIX C

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ORIGINAL APPENDIX 10D-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES
FOR TRANSPORTATION SERVICES

TO/FROM: EGYPT

Tender No.

RATE AREA

CODE T

CODE 8
(FROM EGYPT ONLY)

US11 (Maine)
US12 (New Hampshire)
US13 (Vermont)
US14 (Massachusetts)
US15 (Rhode Island)
US16 (Connecticut)
US17 (New York)
US19 (New Jersey)
US20 (Pennsylvania)
US22 (Delaware)
US23 (Maryland)
US24 (District of Columbia)
US25 (Virginia)
US27 (West Virginia)
US28 (Kentucky)
US30 (Michigan)
US32 (Wisconsin)
US34 (Ohio)
US35 (Indiana)
US38 (Illinois)
US40 (North Carolina)
US42 (Tennessee)
US44 (South Carolina)
US45 (Georgia)
US47 (Alabama)
US48 (Mississippi)
US49 (Florida-North)
US496 (Florida-South)
US50 (Minnesota)
US51 (North Dakota)
US52 (South Dakota)
US53 (Iowa)
US55 (Nebraska)
US56 (Missouri)
US58 (Kansas)

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ORIGINAL APPENDIX 10D-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

<u>RATE AREA</u>	<u>CODE T</u>	<u>CODE 8</u> <u>(FROM EGYPT ONLY)</u>
US60 (Arkansas)		
US62 (Oklahoma)		
US64 (Louisiana)		
US66 (Texas - North)		
US68 (Texas - South)		
US70 (Montana)		
US72 (Wyoming)		
US74 (Colorado)		
US76 (Utah)		
US77 (New Mexico)		
US79 (Arizona)		
US83 (Idaho)		
US84 (Washington)		
US85 (Oregon)		
US86 (Nevada)		
US87 (California - North)		
US88 (California - South)		

ORIGINAL APPENDIX 10E-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for the movement of HHG to/from CONUS and South American countries. Deviation is not permitted.

<u>BLOCK NO.</u>	<u>DESCRIPTION</u>	<u>ENTRY</u>
1	Commodity	Household Goods (Code T,4, and 6). and Unaccompanied Baggage (Code 8)
2	Tender Number	Assigned unique six-position tender number.
3	Origin	Enter where shipments are originating (South America or CONUS rate areas).
4	Issue Date	Enter date tender is prepared.
5	Expiration Date	Last day of rate cycle
6	Destination	Enter destination of shipments (South America or CONUS rate areas).
7	Effective Date	First day of rate cycle.
8	Carrier File Number	Optional carrier use.
9-9a	Issuing Carrier	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11	Rate(s) or Charge	Enter rates, in dollars/cents, per net hundredweight and identify the applicable Solicitation.
12	Minimum Weight	Enter "500 lbs. net."
13-13b	Routing	Optional carrier use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance Operating Authority	Enter operating authority, as required.
16-21		Do not alter.
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at HQMTMC.

APPENDIX E

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ORIGINAL APPENDIX 10F-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CODE T
CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

APPENDIX F

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ORIGINAL APPENDIX 10F-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (NC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (IA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

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ORIGINAL APPENDIX 10F-3

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-4

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

APPENDIX F

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ORIGINAL APPENDIX 10F-5

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (SC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (MA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

Change 2
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ORIGINAL APPENDIX 10F-6

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-7

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CODE 4

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

APPENDIX F

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ORIGINAL APPENDIX 10F-8

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (NC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (IA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

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ORIGINAL APPENDIX 10F-9

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-10

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

APPENDIX F

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ORIGINAL APPENDIX 10F-11

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (SC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (MA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

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ORIGINAL APPENDIX 10F-12

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-13

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

CODE 6

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

ORIGINAL APPENDIX 10F-14

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (NC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (IA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

Change 2
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ORIGINAL APPENDIX 10F-15

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-16

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

ORIGINAL APPENDIX 10F-17

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (SC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (MA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

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ORIGINAL APPENDIX 10F-18

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-19

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

CODE 8

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

ORIGINAL APPENDIX 10F-20

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (NC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (IA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

APPENDIX F

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ORIGINAL APPENDIX 10F-21

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	Argentina	Bolivia	Brazil	Chile	Columbia	Costa Rica	Ecuador
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10F-22

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

APPENDIX TO UNIFORM TENDERS OF RATES AND/OR CHARGES
FOR TRANSPORTATION SERVICES

CONUS AND LATIN
AMERICAN COUNTRIES

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US11 (ME)							
US12 (NH)							
US13 (VT)							
US14 (MA)							
US15 (RI)							
US16 (CT)							
US17 (NY)							
US19 (NJ)							
US20 (PA)							
US22 (DE)							
US23 (MD)							
US24 (DC)							
US25 (VA)							
US27 (WV)							
US28 (KY)							
US30 (MI)							
US32 (WI)							

ORIGINAL APPENDIX 10F-23

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US34 (OH)							
US36 (IN)							
US38 (IL)							
US40 (NC)							
US42 (TN)							
US44 (SC)							
US45 (GA)							
US47 (AL)							
US48 (MS)							
US49 (FL-N)							
US496 (FL-S)							
US50 (MN)							
US51 (ND)							
US52 (SD)							
US53 (MA)							
US55 (NE)							
US56 (MO)							
US58 (KS)							
US60 (AR)							

ORIGINAL APPENDIX 10F-24

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

TENDER NO.

RATE AREA	El Salvador	Guatemala	Honduras	Paraguay	Peru	Uruguay	Venezuela
US62 (OK)							
US64 (LA)							
US66 (TX-N)							
US68 (TX-S)							
US70 (MT)							
US72 (WY)							
US74 (CO)							
US76 (UT)							
US77 (NM)							
US79 (AR)							
US83 (ID)							
US84 (WA)							
US85 (OR)							
US86 (NV)							
US87 (CA-N)							
US88 (CA-S)							

ORIGINAL APPENDIX 10S-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

INSTRUCTIONS FOR COMPLETION OF THE
UNIFORM TENDERS OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES

The following information must be contained in the tenders submitted for movement of HHG and/or UB to/from CONUS and Greece. Deviation is not permitted .

<u>BLOCK NO.</u>	<u>DESCRIPTION</u>	<u>ENTRY</u>
1	Commodity	Enter Household Goods (Code 4) and/or Unaccompanied Baggage (Code 8).
2	Tender Number	Assign unique six-position tender number.
3	Origin	Enter "CONUS" or "Greece."
4	Issue Date	Enter date prepared by carrier.
5	Expiration Date	Last day of rate cycle.
6	Destination	Enter "Greece" or "CONUS."
7	Effective Date	First day of rate cycle.
8	Carrier File Number	Optional carrier use.
9-9a	Issuing Carrier	Enter full corporate name and Standard Carrier Alpha Code (SCAC).
10	Certification	Do not alter.
11 and	Rate(s) or Charge	Enter rates, in dollar/cents per net hundredweight, identify the applicable Solicitation. You may enter rates for both Code 4 and Code 8 or only one commodity.
12	Minimum Weight	Enter "500 lbs. net" for Code 4 and "100 lbs. gross" for Code 8.
13	Route(s)	Optional carrier use. Enter routing and/or foreign flag certification, if applicable.
14	Accessorial Services	Do not alter.
15	Lawful Performance Operating Authority	Enter operating authority, as required.
16-21		Do not alter
22	Signature	Enter full corporate name and address. Enter title and name of individual signing tender. Signature must be a company official whose signature is on file at HQMTMC.

ORIGINAL APPENDIX 10T-1

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

**APPENDIX TO UNIFORM TENDER OF RATES AND CHARGES
FOR TRANSPORTATION SERVICES**

TO/FROM: GREECE

Tender No.

RATE AREA

CODE 4

CODE 8

US11 (Maine)
US12 (New Hampshire)
US13 (Vermont)
US14 (Massachusetts)
US15 (Rhode Island)
US16 (Connecticut)
US17 (New York)
US19 (New Jersey)
US20 (Pennsylvania)
US22 (Delaware)
US23 (Maryland)
US24 (District of Columbia)
US25 (Virginia)
US27 (West Virginia)
US28 (Kentucky)
US30 (Michigan)
US32 (Wisconsin)
US34 (Ohio)
US36 (Indiana)
US38 (Illinois)
US40 (North Carolina)
US42 (Tennessee)
US44 (South Carolina)
US45 (Georgia)
US47 (Alabama)
US48 (Mississippi)
US49 (Florida-North)
US496 (Florida-South)
US50 (Minnesota)
US51 (North Dakota)
US52 (South Dakota)
US53 (Iowa)
US55 (Nebraska)

APPENDIX T

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ORIGINAL APPENDIX 10T-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

<u>RATE AREA</u>	<u>CODE 4</u>	<u>CODE 8</u>
US56 (Missouri)		
US58 (Kansas)		
US60 (Arkansas)		
US62 (Oklahoma)		
US64 (Louisiana)		
US66 (Texas - North)		
US68 (Texas - South)		
US70 (Montana)		
US72 (Wyoming)		
US74 (Colorado)		
US76 (Utah)		
US77 (New Mexico)		
US79 (Arizona)		
US83 (Idaho)		
US84 (Washington)		
US85 (Oregon)		
US86 (Nevada)		
US87 (California - North)		
US88 (California - South)		

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

CHAPTER XI - CODE J UNACCOMPANIED BAGGAGE

Item 1100

General

These terms and conditions apply specifically to the handling and management of Code J UB shipments. Carriers participating in Code J service agree:

- a. To comply with requirements and procedures of AMC in reporting and documenting shipments. This includes palletization, preparation of TCMD for each pallet or individual shipment, deliver of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from AMC air terminal.
- b. To accept 100 percent of the Code J UB shipments tendered.
- c. To ensure the shipment actual weight/cube information is provided to the origin ITO/TMO within 3 work days after pickup at the member's residence.
- d. To assume on a door-to-door basis, full responsibility for shipments and liability to the limits.
- e. To deliver shipments to the origin AMC air terminal on the RPDD specified in block 25 of the GBL for Code J shipments, the RPDD is a standard measure for the carrier to perform delivery to the AMC air terminal.
- f. To pickup cargo from AMC no later than 1 working day from time of notification.

Item 1101

Palletizing Code J UB Shipments

Port agents will consolidate Code J shipments into pallet loads. This will be accomplished with 463L pallets and plastic covers supplied by the AMC air terminals. All pallets must be configured for DC-8 or DC-10 aircraft. Shipments belonging to different carriers may be placed on the same pallet, provided these carriers use the same port agent at the POD. These will be identified as pure pallets. Shipments belonging to several carriers that use different agents at the POD may be placed on the same pallet when there is insufficient tonnage to build pure pallets. These will be identified as mixed pallets. All pallets will have a placard identifying them as pure or mixed in accordance with Appendix 11A. **When there is not sufficient tonnage to build pure or mixed pallets, port agents may deliver loose shipments in order to ensure delivery is accomplished on the RPDD.** Intertheater Code J shipments will be delivered to the aerial port loose and not be commingled (palletized) with shipments having a final destination in CONUS.

Item 1102

Transportation Control and Movement Document

Port agents are responsible for preparing a TCMD for each pallet or individual Code J UB shipment delivered to AMC air terminals in accordance with the instruction herein. Carriers are responsible for ensuring port agents have the necessary equipment for preparing TCMDs. Port agents will place a copy of the TCMD in a packing envelope, which will be attached to the pallet in such a manner as to be accessible to AMC personnel. **The port agent will provide TCMD information on computer diskette(s) to the origin AMC air terminal in a format capable of interfacing with current transportation automated information systems.**

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

Item 1103 **Military Shipment Label, DD Form 1387**

Origin agents are responsible for preparing and attaching the DD Form 1387 (Military Shipping Label) in accordance with Military Standard Transportation and Movement Procedures (MILSTAMP, DOD 4500 32-R), or the Defense Transportation Regulation (DTR, 4500.9R), including the requirement for linear and two dimensional (2D) bar coding. The 2D bar code will be in accordance with Materials Handling Standard MH10.8.2. Compliance with 2D bar coding will be required by 1 January 2001, on each piece of baggage. The RPDD will be included on the DD Form 1387 along with other required shipping information.

Item 1104 **Movement from CONUS to Overseas**

a. CONUS Port Agent Responsibilities:

(1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Port agents will build pallets by channel IAW RPDD and deliver to the origin AMC air terminal on the RPDD specified on the GBL and Military Shipping Label.

(2) United Kingdom: Port agents palletizing Code J shipments for the United Kingdom must ensure the DD Form 1434 (United Kingdom Customs Form) accompanies each shipment when turned over to the AMC aerial terminal at Dover AFB, DE. Prior to delivery to the air terminal, the DD Forms 1434 for all shipments on each Code J pallet will be consolidated and placed in a single envelope and attached to the short side of the pallet. ITGBL carriers are responsible for ensuring port agents are aware of this requirement.

b. TCMD Requirements:

(1) General: Carriers can mix military services' UB on the same TCMD and pallet; however, particular attention must be devoted to accurately listing the military services' Transportation Account Code (TAC) and the correct Transportation Control Number (TCN) for each baggage shipment on the computer diskette(s) provided to the AMC air terminal in a format capable of interfacing with current transportation automated information systems. This information is found on the GBL .

(2) Preparation of the TCMD Cards for Pallet Loads : On pallet loads, carriers/port agents will prepare a pallet header record for each pallet and a prime TCMD and trailer card for each shipment on the pallet (see Tables 1, 2, and 3).

(3) Preparation of the TCMD for Individual Shipments : These instructions apply when there is insufficient volume to consolidate by channel and RPDD. Carriers will prepare a prime TCMD and trailer cards for each shipment. A pallet header record is not required (see Tables 2 and 3).

(4) Instructions on Constructing a Carrier Reference Information (CRI) Number : Each carrier will construct a CRI for each pallet. The CRI will be inserted in card columns 30-46 of the pallet TCMD card. The CRI will include 00, carrier code, julian date TCMD prepared, L (stands for 463L pallet), carrier pallet ID number (number assigned by the carrier for pallet identification), and PCG.

Example: OO ABCD4180L 001 PCG

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

Port agents will enter "MIXD" when pallets contain shipments for different carriers and different aerial port of debarkation (APOD) agents.

(5) Weight Tolerance:

(a) Port agents must ensure that total gross weight of all shipments on Code J pallets identified in card columns 72-76 of the tab card or pallet header record matches the gross weights of individual shipments identified in card columns 72-76 of the prime card for each shipment

(b) In the event the aerial port weighs the pallet and the tare weight of the pallet is plus or minus 150 pounds of the original weight indicated in card columns 72-76 of the prime card, the pallet is considered out of tolerance and will be turned back to the carrier or port agent to resolve the difference in weights. Carriers will have to break down the pallet and weigh each piece or correct their documentation.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

Item 1105

Movement From Overseas to CONUS

a. Overseas Port Agent's Responsibilities:

(1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Shipments with 20 days or less remaining to the RDD will be delivered to the AMC terminal within 72 hours after arriving at the port agent's facility. Shipments with over 21 days remaining to the RDD will be held for consolidation. However, when the aerial port and port agents agree there is not sufficient tonnage being generated to build pallet loads, Code J shipments will be delivered to the AMC air terminal within 72 hours after arriving at the port agents facility. Implementation of RPDD procedures for Code J UB moving from overseas to CONUS is planned to start NLT FY02.

(2) Transportation Control and Movement Documentation (TCMD) : Port agents are responsible for preparing a TCMD on punch cards for each pallet load or individual Code J UB shipment delivered to the AMC terminal. Carriers are responsible for ensuring their port agents have the necessary equipment for preparing TCMDs. The port agents will provide TCMD information on computer diskette(s) to the origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

(3) Constructing a TCN for each pallet : Carriers will construct a TCN for each pallet. The TCN will be placed in Block No. 10 (Transportation Control Number) on all pages of the TCMD. The carrier TCN will include: "OO, carrier code, julian day TCMD prepared, "L" (stands for 463L pallet), carrier pallet ID number (number assigned by ITGBL carrier for pallet identification), LSG.

Example: *OO ABCD4180 *L 001 *LSG.

Constant Code	Carrier Code*	Calendar Year	Julian Day TCMD Prepared	Constant Code	Pallet ID No.	Com. Code
OO	----	--	-----	L	001	LSG
--	----	--	-----	-	---	---
--	----	--	-----	-	---	---

"OO", "L," and "LSG" are constant and must be shown in same position in each TCN constructed by carrier. First pallet loaded on Julian day shown, continue sequentially for other pallets loaded the same day, i.e., First pallet = "001," Second pallet = "002." The TCN will be typed in Block No 10 of the TCMD. The carrier TCN must appear on all copies of the TCMD and will also appear on the pallet placard in full view for immediate pallet identification by carrier personnel, AMC, and U.S. Customs. Port agents will enter "MIXD" when pallets contain shipments for different carriers and different aerial port of debarkation (APOD) agents. The port agents will provide TCN information on computer diskette(s) to origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

(4) The transportation data (blocks 1 through 31) entered on the first page of the TCMD need not be duplicated on the remaining pages, but the TCN (block 10) and the correct sequential page number must appear on all pages of the TCMD.

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18	Leave Blank.
22	Total Pieces in Shipment.
23	Total Weight of Shipment.
24	Total Cubic Feet of Shipment Indicate Only Whole Number. Round Fractions to Next Whole Number.

(b) OWNERSHIP DATA FOR BAGGAGE (Individual Shipment Data):

32	"TF8" (constant).
33-42	Leave Blank.
43a-43d	Owner's Name, Initials.
43e	Rank.
44a	Carrier SCAC.
44b-44c	Leave Blank.

Item 1106

Tracing Procedures

a. Carriers will trace a Code J shipment on request from a PPSO and make a report as to its location within 120 hours. When a tracer is received on a Code J shipment that has entered the AMC airlift system the following procedures will apply:

(1) Confirm with your port agent the shipment has been delivered to the AMC aerial port. Once this has been determined, contact the applicable air clearance authority (ACA) for lift data. Be certain you are tracing with the correct TCN.

(2) Provide the tracing activity with the name of the APOE, the date you delivered the shipment to the APOE, and all known lift data. Advise the tracing activity if the ACA has not been able to provide lift data.

b. After you provide the information stated above, all further tracers will be initiated by the destination PPSO. However, you are still required to monitor these shipments and submit reports required by paragraph 41E of the Tender of Service when a shipment has not arrived at the APOD with enough time left to meet the RDD.

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Item 1107

Air Clearance Authorities

a. ARMY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (205) 955-9763/9785, DSN : 645-9763/9785

Fax: Commercial: (205) 955-3246, DSN : 645-3246

b. NAVY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (804) 444-7831/8201/8207/8211, DSN : 564-7831/8201/8207/8211

Fax: Commercial: (804) 444-7383, DSN : 564-7383

c. AIR FORCE AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (513) 257-4946, DSN : 787-4946

Fax: Commercial: (513) 257-3185, DSN : 787-3185

d. MARINE CORPS AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (619) 577-6842, DSN : 282-6842

Fax: Commercial: (619) 577-6679, DSN : 282-6679

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

US8190100 (Zone II)
US8030400 (Zone V)
US8050500 (Zone III)
US8142800 (Zone IV) - **OTO Area**

e. Australia:

AS11 (Zone 1)
AS21 (Zone 2)

f. Japan:

JA01 (Central)
JA02 (South)
JA03 (North)
JA96 (Okinawa)

Item 1203

Special Rate Information

a. **Alaska.** Alaska is divided into five rate areas. UB rates (Codes 7 and 8) are the only codes of service solicited under the ITGBL program between CONUS and Alaska. Rates for HHG are solicited between Alaska and certain overseas areas. **Shipments to/from Adak will be handled under the OTO program.**

b. **Australia.** Shipments to/from Western Australia (AS71) will be handled under the OTO program. Shipments to/from Tasmania and the city of Townsville will be handled under the OTO program. Additionally, Darwin, and RAAF Tindal and all of the Northern territory (excluding Alice Springs) will be handled under the OTO program.

d. **Baleric Islands.** Shipments to/from Menorca and Mallorca which are a part of the Baleric Islands will move under the OTO program.

e. **Cuba.** Rates for HHG and UB between CONUS and Cuba are not solicited. Shipments for Havana, contact HQMTMC for consignment instructions, shipments for Guantanamo Bay moves under the DPM method.

f. **Dominican Republic.** Shipments to/from Dominican Republic will be handled under the OTO program.

g. **Germany.** Rate area GE has been redesignated as a single rate area for Germany. The cities of Muenster, Grefrath, Moenchengladbach, Kalkar AS, Bremerhaven, Garlstedt, and Gielenkirchen are in the CPPSO Schinnen Netherlands area of responsibility. However, all shipments to/from these cities will be governed by the Germany (GE) rate. ***In addition to Berlin, shipments to/from Leipzig, Dresden, Rostock, and Neukirch will be handled under the OTO program.***

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

h. Greece. Shipments between CONUS and Greece will be handled under the Special Solicitation in Chapter 10.

i. Hawaii. Shipments to/from all outer islands of Oahu will be handled under the OTO program.

j. Japan. Japan consists of four rate areas. Carrier approvals will be separate for each rate area.

(1) JA01 Central: Consists of all prefectures in central Japan north of Hyogo prefecture to Yamagata and Miyagi prefectures (but not including these two prefectures), including the installations of Yokota AB; Camp Zama; NAF Atsugi; and NSD Yokosuka.

(2) JA02 South: Consists of all prefectures in southern Japan commencing with Hyogo prefecture, including the installations of Sasebo NB and MCAS Iwakuni.

(3) JA03 North: Consists of all prefectures in northern Japan (Island of Yamagata and Miyagi prefectures), including the installation of Misawa AB.

(4) JA96 Okinawa: Consists of the installations of USAG Makiminato Okinawa, Kadena AB, MCB Camp Butler, and US Fleet Activity, Kadena.

(5) Shipments to/from the island of Hokkaido will be handled under the OTO program.

k. Korea. Shipment to/from the outer island of Cheju-do will be handled under the OTO program.

l. Nicaragua. Shipments to/from Nicaragua will be handled under the OTO program.

m. Norway. Shipments to/from Norway will be handled under the OTO program.

n. Panama. Shipments to/from Panama will be handled under the OTO program.

o. Philippines. Shipments to/from the Philippines will be handled under the OTO program.

p. Puerto Rico. Shipments to/from the offshore communities of Vieques and Culebra will be handled under the OTO program.

q. Sardinia (IT20). Rate area IT20 is redesignated as the single rate area for Sardinia.

r. Spain. Shipments to/from Estaca De Vares, El Ferrol Del Caudillo and Estartit will be handled under the OTO program.

s. United Kingdom. The United Kingdom consists of four separate countries : England, Scotland, Wales, and Northern Ireland. However, for our purposes, there are three distinct rate areas. Rates for England and Wales will be found in rate area printout under UK. **Scotland and Northern Ireland are OTO rate areas.**

ORIGINAL APPENDIX 13A-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

OVERSEAS AMC TERMINALS FOR CODE J SHIPMENTS

<u>COUNTRY</u>	<u>AMC TERMINAL</u>	<u>TERMINAL CODE</u>
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
WOOMERA (AS21)	WOOMERA	UMR
AZORES	LAJES FIELD	LGS
BELGIUM	RAMSTEIN	RMS
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON AFB	UAM
HAWAII	HICKAM AFB	HIK
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
OKINAWA	KADENA AB	DNA
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB
	INCIRLIK	ADA
UNITED KINGDOM	MILDENHALL AB	MHZ

ORIGINAL APPENDIX 13B-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

OVERSEAS AMC TERMINALS FOR CODE T SHIPMENTS

<u>COUNTRY</u>	<u>AERIAL PORT USED</u>	<u>AMC CODE DESIGNATON</u>
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
WOOMERA (AS21)	WOOMERA	UMR
AZORES	LAJES	LGS
BELGIUM	RHEIN MAIN	FRF
CRETE	IRAKLION	VWH
ENGLAND	MILDENHALL	MHZ
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON	UAM
HAWAII	HICKAM AFB	HIK
ICELAND	KEFLAVIK	KEF
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
LA MADDALENA (IT20)	OLBIA (VIA NAPLES)	OLB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RHEIN MAIN	FRF
OKINAWA	KADENA	DNA
PUERTO RICO	ROOSEVELT ROADS	NRR
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	INCIRLIK	ADA

ORIGINAL APPENDIX 16-5

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

Item 1610

Ocean Compensation Factor

a. Payment of Ocean Charges to Ocean Carriers.

(1) The ITGBL carrier ordering services from the ocean carrier is responsible for payment of ocean charges to the ocean carrier.

(2) Ocean services are considered complete 48 hours after the ocean carrier notification to the ITGBL carrier of availability of the container/shipment at the discharge point identified on the JTMO Form 4612-B.

(3) Payment of ocean charges by the ITGBL carrier shall be made within 30 days after receipt of an invoice from the ocean carrier or evidence of completion of services as identified in Item 1610a(2) above, whichever occurs later.

(4) Carriers will be compensated for over-ocean costs based on low cost ocean carrier rates or rates charged by the next higher cost ocean carrier when a JTMO FORM 4612-B is properly completed in accordance with Item 1606d.

b. Nonpayment of Ocean Charges.

(1) ITGBL carriers failing to pay ocean charges in accordance with Item 1610a above will be subject to disqualification pursuant to Item 313.

(2) Set-off action against the carrier for ocean charges, applicable interest, and any other costs incurred for nonpayment of ocean charges will be initiated.

c. Compensation of Ocean Charges to ITGBL Carriers. The carrier will be compensated ocean charges based on the net hundredweight of the Code 3 shipment.

d. Ocean Compensation Factors.

(1) Ocean compensation factors are stated in U.S. dollars and cents per net hundredweight.

(2) Ocean compensation factors are predicated on the use of the ports reflected in Item 1608b and Appendix 13E. The ocean costs reflected herein are in effect from March 1, 2000 through February 28, 2001.

(3) Carriers will be compensated for ocean costs based on the minimum density factors by movement channel indicated below.

(4) The ocean compensation factors below are predicated on the following formula:

(a) The cubic foot per forty-foot equivalent unit (FEU) (1701 cu. ft.) multiplied by the density factor identified below equals the net weight per FEU.

(b) The net weight per FEU divided by 100 to determine the number of hundredweights.

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(c) The applicable container rate shown below divided by the number of hundredweights to determine the ocean compensation rate.

CONUS West Coast Ports to Specified Rate Areas

<u>Destination</u>	<u>Low Carrier</u>	<u>Low Rate</u>	<u>Minimum 40-ft. Container Cost</u>	<u>Second Carrier</u>	<u>Second Rate</u>	<u>Minimum 40-ft. Container Cost</u>
Japan	SLD			APL		
Okinawa	SLD			APL		
Korea	APL			SLD		

NOTE: The use of above rates are predicated on meeting the minimum density of 5.4 for Japan, 5.2 for Okinawa, and 5.4 for Korea. The 40-foot standard container cost reflected above is predicated on 59 measurement tons and is the minimum cost per container.

Specified Rate Areas to CONUS West Coast Ports

<u>Origin</u>	<u>Low Carrier</u>	<u>Low Rate</u>	<u>Minimum 40-ft. Container Cost</u>	<u>Second Carrier</u>	<u>Second Rate</u>	<u>Minimum 40-ft. Container Cost</u>
Japan	SLD			APL		
Okinawa	SLD			APL		
Korea	SLD			APL		

NOTE: The use of above rates are predicated on meeting the minimum density of 5.5 for Japan, 6.1 for Okinawa, and 6.5 for Korea. The 40-foot standard container cost reflected above is predicated on 59 measurement tons and is the minimum cost per container.

Legend: SLD - Sea-Land Services, Inc.
APL - American President Lines Ltd.

Item 1611 ***Bunker Adjustment Factor***

a. Payment to Ocean Carriers. Ocean carrier invoices submitted to the ITGBL carrier will reflect the applicable Bunker Adjustment Factor separately. The ITGBL carrier shall make payments or deductions, as applicable, for each ocean carrier invoice submitted.

b. Reimbursement to ITGBL Carriers. ITGBL carriers will be reimbursed for the actual amount paid to the ocean carrier. The Bunker Adjustment Factor will be identified as a separate line item charge on the Public Voucher for Transportation Charges, SF-1113, and supported by the ocean carrier invoice for the actual amount.

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Item 1615

SFR Submissions

a. Requirements. The rate filing instructions contained in Chapter 19 of the solicitation apply and Code 3 rates submissions are subject to the following:

- (1) Procedures governing Class 2 rate submissions apply.
- (2) The Code 3 position numbers on the record specification formats apply for Code 3 rate submissions.
- (3) The I/F administrative high for Code 3 is \$250.
- (4) The minimum rate submission for Code 3 is \$25 per hundredweight.
- (5) The M/T maximum filing criteria for Code 3 is the low rate plus \$50.

b. Code 3 Rate Certifications. Carriers certifying Code 3 rates are authorized to book ocean containers/shipments at rate applicable in the JTMO USC Contract. This authorization is limited to the channels for which Code 3 rates have been submitted and accepted.

Item 1616

Traffic Distribution

Code 3 shipments will be distributed in accordance with procedures set forth for Class 2 rate channels as specified in Chapter 17. The designated percentage of traffic offered to the low rate setter on any given channel will be based on the percentages reflected in the applicable HHG tonnage estimates.

Item 1617

Transit Times

The Code 4 transit times published in the DOD 4500.9R will apply for Code 3 shipments. Carrier appeals for missed RDDs will be evaluated in accordance with TQAP procedures for delays in the Defense Transportation System.

Item 1618

Liability

a. General. Carrier liability for Code 3 shipments is \$1.25 times the net shipment weight. The terms, conditions, and rules contained in Item 410 apply. The military claims services will assert demands against the carrier for loss and/or damage based on claims filed against Government by the service member. Ocean carrier liability is outlined in the JTMO USC Contract at Technical Exhibit B, Paragraph B-10. ITGBL carriers need to consider any differences in their liability of \$1.25 times the net shipment weight and the ocean carrier liability. Claims costs should be included in Code 3 rate submissions.

b. Resolution of Loss and/or Damage Claims.

(1) The ITGBL carrier will act as the Government's claims agent against the ocean carrier in those cases where the forwarder can prove the ocean carrier was at fault.

(2) In the absence of a resolution of a claim, the carrier and the JTMO ocean carrier shall have the right of recourse to the JTMO procurement contracting officer (CO), under the Contracts Dispute Clause. In the event of a disputed claim by an ITGBL carrier against the ocean carrier, the ITGBL carrier shall provide all necessary

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Item 1706

Random Number Table

The random number table is reduced as the TDR will be established using scores in TQAP. Only when two carriers have the same rate and score equally will this be used.

Random Number Table - IW00

2	28	16	41	48
11	43	29	8	26
39	6	30	10	19
42	45	34	38	7
33	49	5	14	25
29	1	32	50	31
37	12	46	18	35
4	3	20	13	27
23	47	40	9	24
44	36	15	22	17

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INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

SUMMARY OF CHANNEL CONTROL LISTING

OVERSEAS TO CONUS

<u>ORIGIN</u>	<u>CLASS 1</u>	<u>CLASS 2</u>	<u>CLASS 3</u>
AS11	J,8	T,4	
AS21	J,8	T,4	
BE	J,7,8	T,4	
GE	J,7,8	T,4	
GQ	J,7,8	T,4	
GR29		T,4	
HI (US89)	J,7,8		T,4
IC		T,5	
IT	J,7,8	T,4	
IT10	J,7,8	T,4	
IT20	7,8	T,4	
JA01	J,7,8	T,3,4	
JA02	J,7,8	T,3,4	
JA03	J,7,8	T,3,4	
JA96	J,7,8	T,3,4	
KS	J,7,8	T,3,4	
NL	J,7,8	T,4	
PO	7,8,4		
PO01	J,7,8	T,4,5	
RQ	7,8	T,4	
SP	J,7,8	T,4	
TU	J,7,8,T,4		
UK	J,7,8	T,4	

ORIGINAL APPENDIX 18B-2

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

SUMMARY OF CHANNEL CONTROL LISTING

CONUS TO OVERSEAS

<u>DESTINATION</u>	<u>CLASS 1</u>	<u>CLASS 2</u>	<u>CLASS 3</u>
AS11		T,4	
AS21	8	T,4	
BE	8	T,4	
GE	J,7,8	T,4	
GQ	J,7,8	T,4	
GR29	T,4		
HI (US89)	J,7,8		T,4
IC		T,5	
IT	J,7,8	T,4	
IT10	J,7,8	T,4	
IT20	7,8	T,4	
JA01	J,7,8	T,3,4	
JA02	J,7,8	T,3,4	
JA03	J,7,8	T,3,4	
JA96	J,7,8	T,3,4	
KS	J,7,8	T,3,4	
NL	J,7,8	T,4	
PO	7,8,4		
PO01	J,7,8	T,4,5	
RQ	7,8	T,4	
SP	J,7,8	T,4	
TU	J,7,8,T,4		
UK	J,7,8	T,4	
UK76	J,7,8	T,4	

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

CHAPTER XIX - RATE FILING INSTRUCTIONS

Item 1900 *Purpose*

This chapter provides procedures and other information required to file international through Government bill of lading (ITGBL) automated SFR in response to HQMTMC International Personal Property Rate Solicitations and modification letters issued every 6 months. Also, detailed instructions, formats, and error descriptions/codes for rate filings and cancellations are provided. Any changes or items of particular significance unique to each cycle will be included by page changes in that cycle's rate solicitation letter. Carriers filing rates in response to HQMTMC rate solicitation will use these instructions in conjunction with the rate solicitation letters to ensure a totally responsive rate filing.

Item 1901 *Application and Scope*

This instruction is applicable to DOD-approved carriers eligible to transport HHG and UB between designated rate areas in ITGBL service, including intertheater and intratheater shipments but not intracounty shipments (intracounty rates are filed with the appropriate overseas theater command). These instructions provide procedures for filing and cancelling rates prior to and during applicable rate cycles.

Item 1902 *Industry Rate Submissions*

Carriers are solely responsible for the submission and quality control of their rates. 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/ADP firms 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 firms 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 a complete loss in transmission before the filing deadline is proven.

Item 1903 *Responsive Offers*

Competitive rates submitted under this program will be received from DOD-approved carriers and forwarders. Any and all rates received may be rejected because of unreasonably higher or lower price.

Item 1904 *Responsible Carrier*

A carrier meeting the requirements contained in Appendix AZ (Tender of Service) of the Defense Transportation **Regulation DOD 4500.9-R**.

Item 1905 *Rate Filing Prerequisites*

A carrier will have satisfactorily completed the administrative requirements outlined in Chapter 3, prior to participation in the rate filing cycle. Terms and definitions are contained in Chapter 2.

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(a) Original source documents pertinent to the error including, but not limited to, working papers, spread sheets, transcription sheets, adding machine tapes, tariffs, cost data sheets, conversion factors, memorandum for records, written procedural guidance, agent reimbursement schedules, internal rate printouts, and other such papers which will provide a clear audit trail for tracing the mistake. To protect their interests, carriers are encouraged to retain original source data until it is certain that no further use for it exists. The inability of carriers to produce such data in support of a MIRF will be considered in HQMTMC decisions.

(b) Sworn affidavits by all carrier personnel and agents indicating the extent and manner of their contribution to the error process.

(c) Other documents deemed by the carrier to be relevant to error validation. This may include evidence of methodology utilized during previous rate cycles.

(3) *MTMC Decision for Relief.* HQMTMC will evaluate the request and will notify carriers of its decision. HQMTMC will administratively consider only withdrawal--not correction--of mistakes. Also, when relief is authorized, the rates concerned will be invalid for the life of the rate cycle. The following procedures will apply:

(a) *Initial Filing.* Carriers failing to provide clear and convincing evidence in support of alleged errors will be denied relief and all such rates contested will normally remain valid for the M/T filing provided such rates appear to be reasonably viable in rate level. Rates which under the "reasonable man" theory are so obviously inconsistent with other filings as to preclude their acceptance may be unilaterally deleted by HQMTMC irrespective of the lack of proper evidence substantiating the alleged error. In this instance, HQMTMC may administratively delete rates for the affected rate cycle. Erroneous rates which are fully supported by clear and convincing evidence will be deleted from the carrier's I/F and HQMTMC will normally substitute an administrative rate to permit the carrier to participate in the M/T filing for affected channels. Upon MIRF approval involving Class 1 rate filings, affected areas will be deleted with no assignment of administrative rates since there is no Class 1 M/T filing. Carriers are advised that the complete burden of proof rests with the carrier on the first submission of evidence of allegation of MIRF. HQMTMC will not engage in continuing dialog of fact finding with the carriers concerned subsequent to the designated date for MIRFs.

(b) *M/T Filing.* MIRF procedures are primarily intended to eliminate unsupportable low rates established at the I/F level and to subsequently protect carriers from financial loss and to protect the Government from potential service failures resulting therefrom. Carriers alleging errors in the M/T rate submission may do so within 14 calendar days (or the next Federal workday if the 14th day occurs on a Federal nonworkday) from the date HQMTMC distributes M/T ITGBL Carrier Accepted/Rejected Rate Reports, following the same procedures for supporting documentation applicable to I/F MIRF. Telephonic notification will be made as soon as feasible after discovery. However, telephonic notification in no way relieves the carrier from responsibility to support the allegations in writing. HQMTMC will evaluate these cases and will deny or grant relief based on the clear and convincing evidence. M/T rates for carriers denied relief will remain valid for the applicable rate cycle minimum period. Rates may be unilaterally deleted by HQMTMC by withdrawal of approval, for the affected rate cycle for the code(s) of service for the rate area(s) for which the error(s) was made. Erroneous rates for which relief is granted will be withdrawn for the life of the cycle. HQMTMC will consider only withdrawal--not correction--of mistakes.

(c) *Assignment of Administrative Rates.* Rates withdrawn for Classes 2 and 3 during the I/F will normally be assigned an administrative rate **when requested by the carrier** to permit M/T participation. Carriers may equalize the low rate or file a rate within the \$50 M/T maximum filing criteria. M/T Classes 2 and 3 rates which exceed the low rate by more than \$50 will be rejected.