

Questions & Answers V  
To  
Solicitation Number DAMT01-03-R-0049

1. Question: Carrier requests deletion or clarification regarding the applicability of 52.247. This clause does not appear applicable in light of the customized requests within solicitation. If Statement of Work defines accessorial costs for services and these costs are higher than carriers published cost, can carrier charge higher than published cost? We request deletion or clarification regarding the applicability of 52.247.

Answer: Solicitation will be amended to state the rates stated in Appendix E are the maximum allowable rates that will be allowed on this procurement. Above rates are the maximum allowable rates that will be allowed on this procurement. Carrier may submit lower rates. However, these rates will not be considered under the price evaluation process for the other than price fair and reasonableness. (Reference Q & A IV)

2. Question: Damage processing through consignee is a unique service request unavailable to any existing customers of this carrier. Carrier requests deletion of this requirement.

Answer: Contractors shall follow this standard transportation discrepancy process when shipment irregularities; e.g., loss or damage, occur.

3. Question: Please clarify. As an example of clarification requested, consider that DDSP requires one pickup stop at New Cumberland with seven inter-depot stops. Can we assume that the driver will call on one facility and make multiple pick-ups at different buildings within that facility? The San Diego facility requires that driver make three facility stops but only two pick-ups. Please clarify how carrier is to follow these instructions.

Answer: Several DLA distribution depots have multiple pickup or inter-depot stops, made up of several origin locations within a single depot; within these depot origins, multiple inter-depot pick-ups may be required; e.g., on the Naval Station, Buildings 66 and Building 3322. The Defense Distribution Depot San Diego (DDDC) facility has three (3) origin pick-up locations: Naval Air Station North Island, Naval Station and Sub Base, San Diego, CA and two (2) inter-depot pick-ups on the Naval Station at National City, CA.

4. Question: Will DLA accept ebill method only? PowerTrack matching/carrier model is not consistent with commercial standards and practices. Will MTMC/DLA agree to limit use of the PowerTrack billing and payment system as currently implemented under the DoD WorldWide Express Contracts and GSA Contracts?

Answer: There are over 700 DOD approved carriers (all modes) paid through PowerTrack. The payment process of using eBill for entire shipments eliminates

accountability and shipper history. Ebills are mostly used in the payment process for after the fact transactions (detention, etc). MTMC does not agree to limit use of the PowerTrack billing system. Surface Small package shipments are paid by e-bill and will continue to be paid by the PowerTrack e-bill process.

5. Question: Please state number of personnel required and hours of staffing for costing considerations.

Answer: The number of personnel needed is per the DDJC workload; staffing should be included in the rates for DDJC, as required.

7. Question: Please state examples of authorized delays.

Answer: Under this solicitation, “authorized delays” could include: Acts of God, increased security, inability to obtain access to a point, inclement weather in the destination area, etc...

8. Question: Request clarification as to whether these figures should be reported – for monthly/annual summations – on a fiscal or calendar year.

Answer: The “Annual Volume Report” identified at C.4.5.2. #6, should be completed annually, based on contract year.

9. Question: Request to post information to both PowerTrack and Transcom will increase carrier costs. Posting information via Transcom is consistent with existing commercial item contracts and government practices. Requesting to post it twice via PowerTrack and Transcom exacerbates cost of providing service. We request elimination of this duplicative requirement.

Answer: The information must be posted to USTRANSCOM for tracking purposes. PowerTrack is paid via e-bill to US Bank; the depot will input e-bill number for payment authorization information.

10. Question: SOW addresses the allowance of ONE type of industry related oversize charge, typically defined as Oversize 1 (OS1). Oversize 2 (OS2) is a second, distinct commercial/industry standard charge that should be integrated in to the SOW. OS2 can be defined as “a package that’s combined length and girth exceeds 108 inches (but less than 130 inches) and actual weight is less than 70 pounds.” Carrier A may rate and bill an OS2 package, at 70 pounds. Carrier B may rate and bill an OS2 at 50 pounds. Either way OS2 is, as stated, a commercial/industry standard. We request that carriers be permitted to use their existing commercial Oversize pricing structures.

Reference Q&A Answer II Solicitation Number DAMT01-03-R-0049 response. Question and answer number 38 references a carrier(s) request for clarification concerning OS2-like charges. Response indicates that OS2 packages will not move under this contract. We request further review and clarification that OS2 packages, under

the defined specifications for OS2 packages identified above, will not move under this agreement. Furthermore, should a package that meets the OS2 guidelines be shipped/moved, please confirm that carrier can bill shipper within appropriate established guidelines for OS2 rating. Additionally, we request clarification from response number 38, that no oversize accessorials will be included in the contract. If packages are not shipped/rated according to OS1 guidelines by sender and audited by carrier as an OS1 package, will OS1 charges be accepted?

Answer: A package that weights between 30 and 150 pounds and exceeds 108 inches in length and/or exceeds 130 inches in length and girth combined will not move under the SSP solicitation; OS packages will not be shipped under this contract.

11. Question: Weight aggregation across SEPARATE EDI feeds, or across SEPARATE account/shipper numbers, is a unique service request that is currently unavailable to any existing carrier customer. We request deletion of this requirement.

Answer: The shipments will be aggregated from the same origin depot to the same destination, for the same level of service, tendered on the same day when the aggregate weight of all packages exceeds 200 pounds or more. Aggregate weight rates under this contract will be adjusted and billed at the applicable rate for the total weight of these shipments, not to exceed 150 pounds per package.

12. Question: Carrier seeks clarification on use of the “least cost” language included in this provision. Does “least cost” refer to the rate difference between single piece shipments vs. multiple-piece shipments with an aggregate weight of 200 pounds or greater? Or, does “least cost” refer to the lowest overall rate available to all commercial customers?

Answer: An example of “least cost” under these aggregation requirements is: if four (4) 50 pound packages were being shipped from the same origin distribution center to the same destination, for the same level of service, tendered on the same day, the shipper would receive the 200 pound rate, which would be the least cost aggregate rate.

13. Question: If rates are set by the Statement of Work they may or may not be higher than carriers’ commercial rates for said services. Does this mean carrier can charge a higher rate than its published rate? Will this conflict with Pg 36, (14) 52.247 Charges (April 1984)?

Answer: Solicitation will be amended to state the rates stated in Appendix E are the maximum allowable rates that will be allowed on this procurement. Above rates are the maximum allowable rates that will be allowed on this procurement. Carrier may submit lower rates. However, these rates will not be considered under the price evaluation process for the other than price fair and reasonableness. (Reference Q & A IV)

14. Question: Will MTMC/DLA define the structure or analysis utilized to determine this contract's awards? i.e., is award based on net cost per proposal? Or can awards be split by rate/weight/zone?

For example, are either of the following two scenarios possible under the proposed structure of this contract? 1) Carrier A for facility is awarded 1 through 20 lbs. and carrier B is awarded packages weighing greater than 20 lbs; or 2) Carrier A is awarded zones 2 through 4 for a facility and Carrier B is awarded packages destined for zones 5 through 8 from that same facility.

Answer: Award will be based on criteria stated at 52.212-2 Evaluation – Commercial Items of your PWS. Refer to 52-212-2(3)(d) Factor 3.

15. Question: Schedule B-1 Contract for Pricing, requests separate and distinct pricing for Aggregate shipments. Specifically, the SOW requests pricing for weight breaks from +151 through 1001+.

Answer: Schedule B was revised to provide for rates per 100 pounds, for multi-weight (aggregate) service for shipments 200 pounds and greater. An example is found below from Schedule B.

|  |   |   |   |   |   |   |   |
|--|---|---|---|---|---|---|---|
| Rate (\$) per 100 lbs., multi-weight service for shipments<br>200 lbs. and greater |   |   |   |   |   |   |   |
| ZONE   | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Rate (\$) per<br>Hundredweight   |   |   |   |   |   |   |   |