

**CHANGE 1**  
**IS02**  
**(Effective 1 April 02 through 30 September 02)**

1. **GENERAL:** Listed below are changes from the IW01 International Rate Solicitation (I-13)

2. **CHAPTER II – TERMS AND DEFINITIONS**

a. *Item 211: Filing Criteria – Class 1, 2, and 3 Rates*

Page 2-2: Increases allowable maximum rates for all codes of services listed

b. *Item 240: Public Access:*

Page 2-5: Provides an alternate MTMC website

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

Page 2-6: Deletes Code T from requirement (admin correction)

3. **CHAPTER III – ADMINISTRATIVE REQUIREMENTS**

a. *Item 328: Intratheater Tenders*

Page 3-11: Provides an alternate MTMC website

4. **CHAPTER V - SCHEDULE OF RATES AND CHARGES**

a. *Item 500: Additional Services*

Page 5-8: Removes FE Warren AFB, WY and Buckley ANGB, CO as responsible T.O. All Colorado counties now fall under JPPSO-COS, Colorado Springs, CO.

Page 5-14: Removes Buckley ANGB as responsible T.O. for Kansas's counties of Cheyenne, Decatur and Rawlins. These counties now fall under JPPSO-COS, Colorado Springs, CO.

Page 5-15: Area of Responsibility changes for Acadia, East Feliciana, Pointe Coupee, St. Landry and West Feliciana from Ft. Polk, LA to NSA New Orleans, LA

Page 5-20: Responsible T.O. has changed from Buckley ANGB, Co and FE Warren AFB, WY to JPPSO-COS, Colorado Springs, CO for the counties of Banner, Box Butte, Chase, Cheyenne, Dawes, Deuel, Dundy, Frontier, Garden, Hayes, Hitchcock, Keith, Kimball, Lincoln, Morrill, Perkins, Red Willow, Scotts Bluff, Sheridan, and Sioux in Nebraska.

Page 5-20: Responsible T.O. has changed from Mountain Home AFB, ID to NAS Fallon, NV for Elko county in Nevada.

Page 5-28 - 5-29: Responsible T.O. has changed from Dyess AFB, TX and Goodfellow AFB to JPPSO San Antonio, TX for the counties of Andrews, Borden, Callahan, Coke, Coleman, Concho, Crane, Crockett, Dawson, Eastland, Ector, Erath, Fisher, Gaines, Garza, Glasscock, Haskell, Hood, Howard, Irion, Jones, Kent, Kimble, Lynn, Martin, Menard, Midland, Mitchell, Nolan, Reagan, Runnels, Schleicher, Scurry, Shackelford, Somervell, Stephens, Sterling, Stonewall, Sutton, Taylor, Terry, Tom Green, Upton, and Yoakum Deletes Dyess AFB and Goodfellow AFB from item.

Page 5-33: Responsible T.O. has changed from FE Warren AFB, WY to JPPSO-COS, Colorado Springs, CO for all counties in Wyoming.

## **5. CHAPTER X – SPECIAL SOLICITATION**

### *Appendix 10G-1 – Filing Instructions*

Provides an alternate MTMC website.

## **6. CHAPTER XII - SPECIAL RATE AREAS & MAPS**

### *Appendix 12D-1*

Provides Elmendorf AFB, Alaska as the responsible transportation office for Adak, Alaska

## **7. CHAPTER XVI - CODE 3**

### *a. Item 1608: Port Information*

Page 16-4: Provides Hakata, Japan as a port between CONUS and Japan

### *b. Item 1610a(3): Ocean Compensation Factor*

Page 16-5: Advises carriers that failure to pay ocean carriers within 30 days after receipt of the ocean carrier's invoice or evidence of completion of services may lead to disqualification from the Code 3 program.

*c. Item 1615a(3) – SFR Submissions*

Changes I/F administrative high for code 3 to \$275.

*d. Item 1615a(5)*

Changes M/T maximum filing criteria for Code 3 to the low rate plus \$75

**8. Chapter XVII - TONNAGE ESTIMATES AND TRAFFIC DISTRIBUTION**

*Item 1706: Random Number Table*

Page 17-3 - Random Number Table revised.

**9. Chapter XIX – Rate Filing Instructions**

*a. Item 1906d(2)(a): Procedures for Filing Rates via FTP*

Page 19-2 – Changed maximum filing criteria for Class 1 from \$80 to \$105 above the low rate

Page 19-3 – Changed maximum filing criteria for Class 2 from \$50 to \$75 above the low rate.

*b. Item 1906e: Administrative High Rates*

Page 19-3 - Changed increase to the administrative high rates for all codes of service listed.

*c. Item 1908b(3)(c): Mistake in Rate Filing Procedures*

Page 19-5 – Reflects change to the M/T maximum filing criteria of \$75 for Class 2 and 3 rates above the low rate.

*c. Item 1916: Error Description Codes*

Page 19-9 – Reflects the change for Class 1 rates from \$80.00 to \$105.00.

Page 19-10 – Reflects the change for Class 2 and Class 3 rates from \$50.00 to \$75.00.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

Item 208. **Diversión:** A change in the original destination of a personal property shipment en route. A change in the destination of a shipment not in SIT to a new destination more than 30 miles from the original destination point. Shipments requiring further over ocean transportation shall be terminated and reshipped.

Item 209. **Electronic Data Interchange (EDI):** The computer-to-computer exchange of data from common business documents using standard data formats.

Item 210. **Filing Dates:** Designated dates announced by HQMTMC during which ITGBL rates and other data must be filed.

Item 211. **Filing Criteria - Class 1, 2, and 3 Rates:** The maximum and minimum dollar per hundredweight amount allowable for rate submissions filed during the I/F filing period are as follows:

a. Maximum Rate Submission - Surface Codes of Service.

- (1) **Code 3 - \$275.00**
- (2) **Code 4 - \$300.00**
- (3) **Code 5 - \$225.00**
- (4) **Code 7 - \$300.00**

b. Maximum Rate Submission - Air Codes of Service.

- (1) **Code J - \$275.00**
- (2) **Code T - \$275.00**
- (3) **Code 6 - \$350.00**
- (4) **Code 8 - \$500.00**

c. Minimum Rate Submission - All Codes of Service: \$25.00.

Item 212. **Final Delivery Point:** Place where carrier surrenders possession of property to the owner or owner's agent and no further transportation or services are required under the personal property Government bill of lading (PPGBL).

Item 213. **Government Bill of Lading Office Code (GBLOC):** A designated code consisting of four alpha characters unique to each PPSO. GBLOCs are used for internal accounting purposes and for the distribution of information to PPSOs.

Item 214. **Government Storage Warehouse:** Government-owned or leased facility used for storing HHG shipments.

Item 215. **Gross Weight:** The aggregate weight of all articles plus necessary packing materials and shipping containers.

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Item 216. **Household Goods and/or Personal Property:** Furniture, furnishings, boats, or equipment; clothing, baggage, personal effects, professional books, papers, and equipment; and all other personal property associated with the home and person, as defined in the Joint Federal Travel Regulations (JFTR).

Item 217. **Installation Transportation Officer (ITO):** The military or civilian employee of the Government, designated by the appropriate authority to perform assigned personal property traffic management functions at an installation or activity, regardless of whether or not it is the organizational title of the individual. See PPSO.

Item 218. **Intertheater Movement:** Movement of personal property from an origin point in one overseas theater to a destination point in another overseas theater. Movements to or from CONUS are not considered intertheater.

Item 219. **Inratheater Movement:** Movement of personal property from an origin point in an overseas theater to a destination point in the same overseas theater.

Item 220. **Item/Article:** The terms "item" and "article" used in this solicitation shall be interchangeable. Each shipping piece or package, and the contents thereof, shall constitute one item. Any item taken apart or knocked down for handling or loading shall constitute one item. For determining liability for items, the total weight of the item shall be utilized.

Item 221. **ITGBL Carrier Accepted/Rejected Rate Report:** A printout derived from rates submitted by carriers during the I/F and M/T filing. This printout is distributed to each carrier on completion of the I/F and M/T filings to show rates evaluated by HQMTMC for conformance with rate filing policy and procedures. The printout includes a listing of rates accepted and/or rejected for nonconformance with rate filing parameters.

Item 222. **Kilogram:** One kilogram is equal to 2.2046 pounds. To convert kilograms into pounds, multiply kilograms by 2.2046 factor. To convert pounds into kilograms, multiply pounds by 0.453 factor.

Item 223. **Kilometer:** One kilometer is equal to 3,280.8 feet or 0.62137 mile. To convert kilometers into miles, multiply the number of kilometers by a 0.62137 factor. To convert miles into kilometers, multiply the number of miles by a 1.609 factor.

Item 224. **Maximum Filing Criteria:** A maximum dollar per hundredweight amount applicable to I/F Class 1 or M/T Class 2 and 3 rate filings. The amount is added to established low rates on file to obtain a maximum allowable rate submission per traffic channel. Rates filed above the maximum filing criteria are computer rejected and removed from the system. Maximum filing criteria are as follows:

- a. I/F Class 1 rates - \$105 per hundredweight above or 200 percent of the low rate, whichever is less.
- b. M/T Class 2 rates - \$75 per hundredweight above the low rate.
- c. M/T Class 3 rates - \$75 per hundredweight above the low rate.

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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](http://www.mtmc.army.mil) or [www.mtmc.gov](http://www.mtmc.gov) 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):** A specified calendar date, the carrier agrees to deliver 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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b. Cost Data Elements: If the carrier submits cost or pricing data in connection with the prices offered in the solicitation or any change or modification thereto, HQMTMC, or its designated Government representatives, shall have the right to examine all financial records, documents, and other such carrier data related to the pricing or performance of such service, change, or modification, for the purpose of evaluating the accuracy, completeness, and reasonableness of the costs or pricing data submitted. The right of examination shall extend to all documents necessary to permit adequate evaluation, along with the computations and/or projections used therein.

Item 327

***Right to Audit by Comptroller General***

The Comptroller General of the United States or its designated Government representatives may have access to and the right to directly examine pertinent books, papers, documents, and records of the carrier involving transactions related to the solicitation for any lawful purpose until 3 years after final payment of any PPGBL under these rates. The periods of access and examination of records relating to litigation or settlement of claims rising from the performance of the carrier, or costs and expenses of these rates to which exception has been taken by the Comptroller General or its representatives, shall continue until such appeals, litigation, or claims have been settled.

Item 328

**Intratheater Tenders**

Intra-theater tenders will not be utilized for over ocean transportation to/from ports within CONUS or moving within an overseas theater unless prior approval is provided, this approval would be granted on a case by case basis for emergency services only. You may view intratheater tenders on MTMC's Website at [www.mtmc.army.mil](http://www.mtmc.army.mil) or [www.mtmc.gov](http://www.mtmc.gov) (exception Pacific, there are no intratheater pacific rates at this time).

Item 329

**Toll Free Number  
(For Service Member Use Only)**

Carrier agrees to provide a toll free number for customer inquires and problem resolution during any phase of the move. If toll free capability is not available, the carrier shall accept collect calls. The number shall be operational 24 hours a day, seven (7) days a week; however as a minimum, it must be manned during normal business hours for the area in which the toll free number is established. A type of recorder, beeper, answering service, Internet e-mail capability or other electronic device may be used for hours other than specified. Knowledgeable personnel representing the carrier must acknowledge and respond to the customer's concerns within 24 hours from the customer's initial call if received Monday through Friday and by close of business the following workday for calls/inquires received by the carrier on Saturdays, Sundays, or legal (officially declared national) holidays. The carrier is required to provide to the customer the toll free number and other means of contact information by the shipment pick up date. The carrier may furnish this information to the member directly or through their local agent. this provision is an independent requirement; therefore, any cost associated with this requirement shall be included as part of the carrier's proposed rates. As an independent requirement, this provision shall not be construed in any way to be inclusive of any other provision of this solicitation, including item 532.

Item 330

**Shipment Terminations**

The Government reserves the right to terminate shipments at any point during transportation prior to delivery and to separately arrange for onward movement to destination under the following conditions:

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AREA APPLICATION	ITEM 502 LABOR		ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL DAY		ITEM 520 SIT P/D SCH
	REG	O/T			W/H	DAY	
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)
<b>Presidio of Monterey, CA (LHAT)</b>	33.99	47.19	D	1.86	.12	4.29	P
Monterey, San Benito, Santa Cruz							
<b>Vandenberg AFB, CA (LGFL)</b>	30.20	39.71	C	1.53	.11	4.24	K
San Luis Obispo, Santa Barbara							
<b><u>COLORADO</u></b>							
<b>JPPSO-COS, Colorado Springs, CO (KKFA)</b>	27.28	40.92	D	1.34	.10	4.90	J
Adams, Alamosa, <b>Arapahoe</b> , Archuleta, Baca, Bent, <b>Boulder</b> , Chaffee, Cheyenne, Clear Creek, Conejos, Costilla, Crowley, Custer, Delta, <b>Denver</b> , Dolores, <b>Douglas</b> , Eagle, El Paso, Elbert, Fremont, Garfield, Gilpin, Grand, Gunnison, Hinsdale, Huerfano, Jackson, <b>Jefferson</b> , Kiowa, Kit Carson, Lake, La Plata, <b>Larimar</b> , Las Animas, Lincoln, <b>Logan</b> , Mesa, Mineral, Moffat, Montezuma, Montrose, <b>Morgan</b> , Otero, Ouray, Park, <b>Phillips</b> , Pitkin, Prowers, Pueblo, Rio Blanco, Rio Grande, Routt, Saguache, San Juan, San Miguel, <b>Sedgwick</b> , Summit, Teller, <b>Washington</b> , <b>Weld</b> , <b>Yuma</b>							
<b><u>CONNECTICUT</u></b>							
<b>JPPSO-MASS, Chelmsford, MA (AGFM)</b>	25.19	33.39	B	1.68	.11	3.52	L
Hartford, Litchfield, Tolland							
<b>NSB New London, CT (AMNS)</b>	25.19	33.39	B	1.41	.10	3.36	I
Middlesex, New Haven, New London, Windham							

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**GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES  
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AREA APPLICATION	ITEM 502 LABOR		ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL DAY		ITEM 520 SIT P/D SCH
	REG	O/T			W/H	DAY	
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)

**KANSAS**

**Fort Leavenworth, KS (KPAT)**            30.20   40.10        D        1.31        .10        3.69        I

Anderson, Atchison, Brown, Coffey, Doniphan, Douglas, Franklin, Jackson, Jefferson, Johnson, Leavenworth, Linn, Miami, Nemaha, Osage, Shawnee, Wyandotte

**Fort Riley, KS (KOAT)**                12.32   16.06        A        1.08        .09        2.04        A

Clay, Cloud, Dickinson, Ellis, Ellsworth, Geary, Graham, Jewell, Lincoln, Lyon, Marshall, Mitchell, Morris, Norton, Osborne, Ottawa, Phillips, Pottawatomie, Republic, Riley, Rooks, Russell, Saline, Smith, Trego, Wabaunsee, Washington

**JPPSO-COS, Colorado Springs, CO (KKFA)**            12.32   16.06        A        .96        .08        1.71        A

**Cheyenne, Decatur,** Finney, Gove, Grant, Gray, Greeley, Hamilton, Haskell, Kearny, Lane, Logan, Meade, Morton, **Rawlins,** Scott, Seward, Sheridan, Sherman, Stanton, Stevens, Thomas, Wallace, Wichita

**McConnell AFB, KS (KOFI)**            15.13   22.66        A        1.08        .09        2.37        C

Allen, Barber, Barton, Bourbon, Butler, Chase, Chautauqua, Cherokee, Clark, Comanche, Cowley, Crawford, Edwards, Elk, Ford, Greenwood, Harper, Harvey, Hodgeman, Kingman, Kiowa, Labette, McPherson, Marion, Montgomery, Neosho, Ness, Pawnee, Pratt, Reno, Rice, Rush, Sedgwick, Stafford, Sumner, Wilson, Woodson

**KENTUCKY**

**Fort Campbell, KY (FAAT)**            17.11   22.44        C        1.19        .09        2.86        C

Ballard, Caldwell, Calloway, Carlisle, Christian, Crittenden, Fulton, Graves, Henderson, Hickman, Hopkins, Livingston, Logan, Lyon, McCracken, McLean, Marshall, Muhlenberg, Todd, Trigg, Union, Webster

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**Fort Knox, KY (FAAM)**                      12.82   17.16            A            1.13            .09            2.20            D

Adair, Allen, Barren, Breckinridge, Bullitt, Butler, Carroll, Casey, Clinton, Cumberland, Daviess, Edmonson Grayson, Green, Hancock, Hardin, Hart, Henry, Jefferson, Larue, Marion, Meade, Metcalf, Monroe, Nelson, Ohio, Oldham, Russell, Shelby, Simpson, Spencer, Taylor, Trimble, Warren, Washington, Wayne

**Lexington-Blue Grass Depot, KY (FAQ)**                      23.71   35.48            B            1.51            .11            3.96            J

Anderson, Bath, Bell, Boone, Bourbon, Boyd, Boyle, Bracken, Breathitt, Campbell, Carter, Clark, Clay, Elliott, Estill, Fayette, Fleming, Floyd, Franklin, Gallatin, Garrard, Grant, Greenup, Harlan, Harrison, Jackson, Jessamine, Johnson, Kenton, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lewis, Lincoln, McCreary, Madison, Magoffin, Martin, Mason, Menifee, Mercer, Montgomery, Morgan, Nicholas, Owen, Owsley, Pendleton, Perry, Pike, Powell, Pulaski, Robertson, Rockcastle, Rowan, Scott, Whitley, Wolfe, Woodford

**LOUISIANA**

**Barksdale AFB, LA (FSFL)**                      12.32   16.06            A            1.08            .09            1.82            B

Bienville, Bossier, Caddo, Caldwell, Claiborne, De Soto, East Carroll, Franklin, Jackson, Lincoln, Madison, Morehouse, Ouachita, Red River, Richland, Tensas, Union, Webster, West Carroll

**Fort Polk, LA (FSAT)**                      12.32   16.06            A            1.08            .09            2.53            B

Allen, Avoyelles, Beauregard, Calcasieu, Cameron, Catahoula, Concordia, Evangeline, Grant, Jefferson Davis, La Salle, Natchitoches, Rapides, Sabine,, Vernon, Winn

**NSA New Orleans, LA (FRNQ)**                      15.29   17.82            B            1.08            .09            2.53            D

**Acadia**, Ascension, Assumption, East Baton Rouge, **East Feliciana**, Iberia, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, Plaquemines, **Point Coupee**, St. Bernard, St. Charles, St. Helena, St. James, St. John the Baptist, **St. Landry**, St. Martin, St. Mary, St. Tammany, Tangipahoa, Terrebonne, Vermilion, Washington, West Baton Rouge, **West Feliciana**

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**NEBRASKA**

**Fort Leavenworth, KS (KPAT)**                      12.32   16.06            B            .96            .08            1.71            B

Johnson, Nemaha, Pawnee, Richardson

**Offutt AFB, NE (KRFL)**                              24.31   29.76            D            1.22            .09            3.14            J

Adams, Antelope, Arthur, Blaine, Boone, Boyd, Brown, Buffalo, Burt, Butler, Cass, Cedar, Cherry, Clay, Colfax, Cuming, Custer, Dakota, Dawson, Dixon, Dodge, Douglas, Fillmore, Franklin, Furnas, Gage, Garfield, Gosper, Grant, Greeley, Hall, Hamilton, Harlan, Holt, Hooker, Howard, Jefferson, Kearney, Keya Paha, Knox, Lancaster, Logan, Loup, McPherson, Madison, Merrick, Nance, Nuckolls, Otoe, Phelps, Pierce, Platte, Polk, Rock, Saline, Sarpy, Saunders, Seward, Sherman, Stanton, Thayer, Thomas, Thurston, Valley, Washington, Wayne, Webster, Wheeler, York

**JPPSO-COS, Colorado Springs, CO (KKFA)**                      13.75   18.87            A            1.00            .08            1.98            B

**Banner, Box Butte, Chase, Cheyenne, Dawes, Deuel, Dundy, Frontier, Garden, Hayes, Hitchcock, Keith, Kimball, Lincoln, Morrill, Perkins, Red Willow, Scotts Bluff, Sheridan, Sioux**

**NEVADA**

**NAS Fallon, NV (JANL)**                              21.67   29.32            D            1.31            .10            3.58            H

Carson City, Churchill, Douglas, **Elko**, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Nye (North of US Rt. 6), Pershing, Storey, Washoe, White Pine

**Nellis AFB, NV (JCFL)**                              30.86   39.71            B            1.41            .10            3.74            K

Clark, Lincoln, Nye (South of US Rt. 6)

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	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)
<b>Fort McPherson, GA (CFAK)</b>	17.22	22.39	C	.96	.08	2.37	D
Anderson, Bledsoe, Blount, Bradley, Campbell, Carter, Claiborne, Clay, Cocke, Cumberland, Fentress, Grainger, Greene, Grundy, Hamblen, Hamilton, Hancock, Hawkins, Jackson, Jefferson, Johnson, Knox, Loudon, McMinn, Marion, Meigs, Monroe, Morgan, Overton, Pickett, Polk, Putnam, Rhea, Roane, Scott, Sequatchie, Sevier, Sullivan, Unicoi, Union, Van Buren, Warren, Washington, White							
<b>NAS Memphis, TN (FDNT)</b>	13.48	17.88	A	1.22	.09	2.20	E
Chester, Crockett, Dyer, Fayette, Gibson, Hardeman, Haywood, Henderson, Lauderdale, McNairy, Madison, Shelby, Tipton							
<b>Redstone Arsenal, AL (FIAM)</b>	15.73	20.41	A	.96	.08	1.71	A
Giles, Hardin, Lawrence, Lewis, Lincoln, Marshall, Maury, Wayne							
<b><u>TEXAS</u></b>							
<b>Altus AFB, OK (HOFL)</b>	12.32	16.06	A	.96	.08	1.71	A
Childress, Collingsworth, Donley, Gray, Hall, Hemphill, Lipscomb, Ochiltrie, Roberts, Wheeler							
<b>Barksdale AFB, LA (FSFL)</b>	14.80	19.31	B	.96	.08	2.04	C
Gregg, Harrison, Marion, Panola, Rusk, Upshur							
<b>Cannon AFB, NM (KNFL)</b>	17.22	22.39	C	1.08	.09	2.42	E
Armstrong, Bailey, Briscoe, Carson, Castro, Cochran, Cottle, Crosby, Dallam, Deaf Smith, Dickens, Floyd, Hale, Hansford, Hartley, Hockley, Hutchinson, King, Lamb, Lubbock, Moore, Motley, Oldham, Parmer, Potter, Randall, Sherman, Swisher							

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

**GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES  
FOR THE ADDITIONAL SERVICES**

AREA APPLICATION	ITEM 502 LABOR		ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL		ITEM 520 SIT P/D SCH
	REG	O/T			DAY	W/H	
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)
<b>Fort Bliss, TX (HAAE)</b>	12.32	16.06	A	.96	.08	1.87	C
<b>Fort Hood, TX - (HBAT)</b>	12.32	16.06	A	1.13	.08	1.98	A
Bell, Bosque, Brown, Burnet, Comanche, Coryell, Falls, Hamilton, Hill, Lampasas, Limestone, Llano, McCulloch, McLennan, Mason, Mills, San Saba							
<b>Fort Polk, LA (FSAT)</b>	15.40	20.19	C	1.22	.09	2.31	E
Angelina, Jasper, Nacogdoches, Newton, Orange, Sabine, San Augustine, Shelby							
<b>JPPSO San Antonio, TX (HAFC)</b>	17.22	25.36	C	1.34	.10	3.52	G
<b>Andrews, Atascosa, Austin, Bandera, Bastrop, Bexar, Blanco, Borden, Brazoria, Brazos, Burleson, Caldwell, Callahan, Chambers, Colorado, Coke, Coleman, Comal, Concho, Crane, Crockett, Dawson, De Witt, Duval, Eastland, Ector, Erath, Fayette, Fisher, Fort Bend, Frio, Gaines, Galveston, Garza, Gillespie, Glasscock, Gonzales, Grimes, Guadalupe, Hardin, Harris, Haskell, Hays, Hood, Houston, Howard, Irion, Jackson, Jefferson, Jim Hogg, Jones, Karnes, Kendall, Kent, Kerr, Kimble, La Salle, Lavaca, Lee, Leon, Liberty, Lynn, Madison, Martin, Matagorda, McMullen, Medina, Menard, Midland, Milam, Mitchell, Montgomery, Nolan, Polk, Reagan, Robertson, Runnels, San Jacinto, Schleicher, Scurry, Shackelford, Somervell, Stephens, Sterling, Stonewall, Sutton, Taylor, Terry, Tom Green, Travis, Trinity, Tyler, Upton, Walker, Waller, Washington, Webb, Wharton, Williamson, Wilson, Yoakum, Zapata</b>							
<b>Laughlin AFB, TX (HEFL)</b>	16.89	25.36	C	1.34	.10	3.52	G
Dimmit, Edwards, Kinney, Maverick, Real, Uvalde, Val Verde, Zavala							
<b>NAS Corpus Christi, TX (HBNT)</b>	14.30	20.96	B	.96	.08	2.15	D
Aransas, Bee, Brooks, Calhoun, Cameron, Goliad, Hidalgo, Jim Wells, Kenedy, Kleberg, Live Oak, Nueces, Refugio, San Patricio, Starr, Victoria, Willacy							
<b>NAS JRB, Fort Worth, TX (HBNL)</b>	16.89	23.98	C	1.34	.10	3.14	G
Anderson, Cherokee, Collin, Dallas, Denton, Ellis, Freestone, Henderson, Johnson, Kaufman, Navarro, Rains, Rockwall, Smith, Tarrant, Van Zandt, Wood							

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

**GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES  
FOR THE ADDITIONAL SERVICES**

AREA APPLICATION	ITEM 502		ITEM 534 L/C	SIT 1ST DAY	ITEM 518 SIT EA ADDL		ITEM 520 SIT P/D SCH
	REG	O/T			DAY	W/H	
	[LAA] (502A)	[LAA] (502B)	[SEE] (534A)	[STR] (518B)	[STR] (518A)	[STR] (518D)	[PDS] (520A)

**WISCONSIN**

**NTC Great Lakes, IL (GLNT)**      25.14   37.79      D      1.44      .11      4.90      I

Adams, Brown, Calumet, Columbia, Crawford, Dane, Dodge, Door, Fond du Lac, Grant, Green, Green Lake, Iowa, Jefferson, Juneau, Kenosha, Kewaunee, Lafayette, Langlade, Lincoln, Manitowoc, Marathon, Marquette, Menominee, Milwaukee, Oconto, Outagamie, Ozaukee, Portage, Racine, Richland, Rock, Sauk, Shawano, Sheboygan, Vernon, Walworth, Washington, Waukesha, Waupaca, Waushara, Winnebago, Wood

**USATO Fort Snelling, MN (GBAC)**      30.20   39.16      D      1.56      .11      4.90      J

Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Florence, Forest, Iron, Jackson, LaCrosse, Marinette, Monroe, Oneida, Pepin, Pierce, Polk, Price, Rusk, St. Croix, Sawyer, Taylor, Trempealeau, Vilas, Washburn

**WYOMING**

**JPPSO-COS Colorado Springs, CO (KKFA)**      21.29   28.33      C      1.31      .10      3.56      H

All Counties

REVISED APPENDIX 10G-1 (EFFECTIVE 1 APR 02)

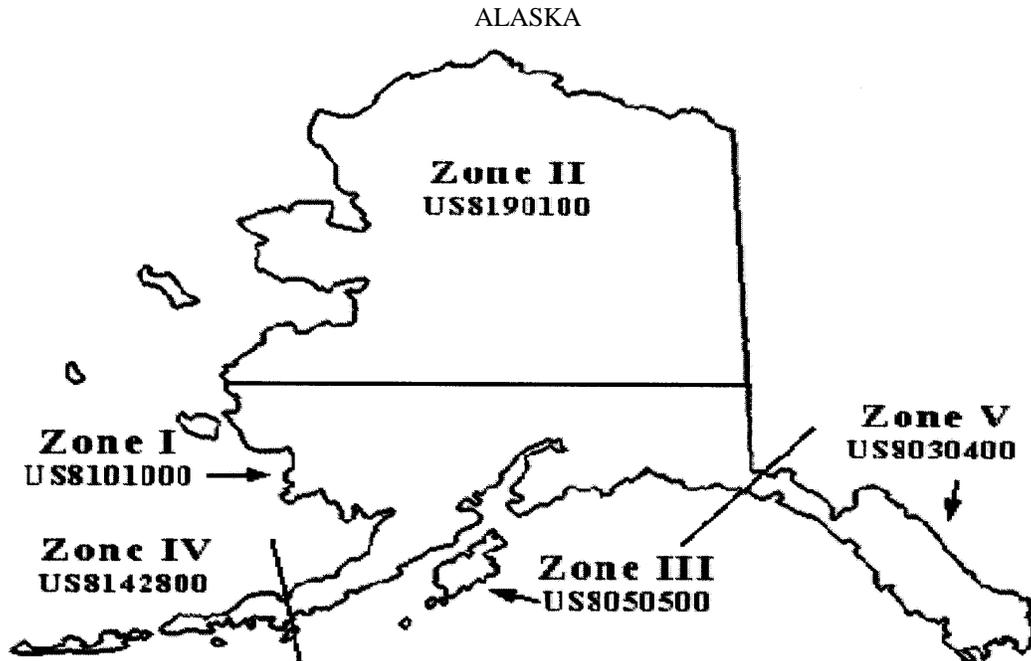
INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

FILING INSTRUCTIONS FOR SUBMISSION OF SPECIAL SOLICITATION RATES

1. Prior to each rate filing cycle, carriers participating in the Special Solicitation program may download a current copy from the HQMTMC web site. The program is mandatory for the submission of all Special Solicitation rates. Diskettes must be mailed as outlined in Item 1004(d).
2. The following information is provided to assist you in submitting rates via diskette: Diskette Media, 3 1/2 inch floppy, Double or High Density, and formatted under DOS 2.0 or greater on IBM or compatible hardware.
3. Software which includes the Special Solicitation Channels, can be downloaded from [www.mtmc.army.mil](http://www.mtmc.army.mil) or [www.mtmc.gov](http://www.mtmc.gov) (PPROL) to a 3 1/2 floppy disk.

REVISED APPENDIX 12D-1 (EFFECTIVE 1 APRIL 02)

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION



ZONE CODE	ZONE	INSTALLATION
US8101000	Zone I	Anchorage/Elmendorf AFB (MBFL)
US9190900	Zone II	Eielson AFB (MAFL) Fort Wainwright (MBAT)
US8050500	Zone III	USCG Kodiak (MAPS)
US8142800	Zone IV	Adak, Alaska (MBFL) (OTO)
US8030400	Zone V	17th CG District, Juneau (MAPK) USCG Air Station, Sitka (MAPL) USCG Base, Ketchikan (MBPS)

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

**BETWEEN CONUS AND JAPAN**

CONUS West Coast Ports	Overseas Ports
Long Beach, CA (3H3)	Kobe, Japan (UL3)
Los Angeles, CA (3H1)	Nagoya, Japan (UM6)
Oakland, CA (3D2)	Osaka, Japan (UL2)
Seattle, WA (4D3)	Tokyo, Japan (UM3)
Tacoma, WA (4E1)	Yokohama, Japan (UME)
	<b>Hakata, Japan</b>

**BETWEEN CONUS AND OKINAWA**

CONUS West Coast Ports	Overseas Port
Long Beach, CA (3H3)	Naha, Okinawa, Japan (UBD)
Los Angeles, CA (3H1)	
Oakland, CA (3D2)	
Seattle, WA (4D3)	
Tacoma, WA (4E1)	

**BETWEEN CONUS AND KOREA**

CONUS West Coast Ports	Overseas Port
Long Beach, CA (3H3)	Pusan, Korea (UDC)
Los Angeles, CA (3H1)	
Oakland, CA (3D2)	
Seattle, WA (4D3)	
Tacoma, WA (4E1)	

c. Use of Alternate Ports. MTMC will issue instructions regarding use of alternate ports in the event ports reflected in Item 1608b and Appendix 13E cannot be used due to strikes, natural disasters, or other emergencies. If such instructions are received to route through an alternate port, the provisions contained in Item 528 apply.

Item 1609

***Coloading***

Coloading is the loading of an ocean container with personal property shipments which have been tendered to two or more ITGBL carriers. The following procedures regarding coload of Code 3 shipments apply:

- a. Code 3 shipments may only be coloaded in ocean containers with Code 3 shipments.
- b. Only ITGBL carriers with ordering authority may coload Code 3 shipments.
- c. If it is determined that Code 3 and non-Code 3 shipments are coloaded, ITGBL carriers will be subject to disqualification pursuant to Item 313.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

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 delivery order..

(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. **Failure to pay the ocean carrier within the required time may lead to disqualification from the Code 3 program.**

(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 delivery order 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 September 1, 2001 through August 31, 2002.

(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.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

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 **\$275**.
- (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 **\$75**.

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 DAMT01-00-R-0056, Amendment 4, page 8, paragraph 3.0 Maritime Clause. 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

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

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 - IS02**

31	42	16	32	47
44	43	21	11	48
14	46	50	28	40
27	5	13	41	4
45	17	30	25	34
36	37	8	15	38
23	26	9	19	3
35	6	39	10	18
33	7	12	24	1
49	29	20	2	22

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

Item 1906

*Procedures for Filing Rates via FTP*

a. **General.** Carriers are solely responsible for the proper preparation, accuracy, and timely submission of their rates. Carriers are responsible for establishing quality control procedures and controls that permit their review of rates prior to actual submission to HQMTMC.

b. **Correction of Previously Submitted Rate Files.** Carriers/ADP firms filing rates via FTP prior to the applicable rate filing deadline and subsequently desiring to add, delete, change, or correct one or more rates must submit a complete replacement file prior to the I/F or M/T filing date. Rate submissions after the designated filing date will not be processed.

c. **Use of ADP Servicing Firms.** Carriers using ADP firms are required to restrict their use to one firm. Multiple files submitted by one or more firms containing different rates for the same origin-destination record will result in the acceptance of the last submission to HQMTMC before the required designated date for processing. Carriers are solely responsible for the accuracy of their submitted rates.

d. **Procedures for Rate Filing via FTP.** Item 1913 provides detailed technical guidance for properly preparing rate filings in an acceptable format. The Channel Control Listing is forwarded to carriers with each rate solicitation. The listing stipulates open and closed rate fields, by type of service and class of rates, from, to, or between CONUS and overseas rate areas, including intratheater or intertheater areas. An "X" under type of service denotes a closed rate field while a 1, 2, or 3 denotes the particular class of rates applicable to the open traffic channel and code of service. Carriers will carefully review this listing to ensure correct rate filings. Rates rejected for failure to conform with the control file or rate class parameters will not be adjusted. The following procedural rate filing guidelines are identified by class of rates for each rate filing cycle:

(1) *Initial Filing.* Carriers must file Class 1, 2, or 3 rates prior to the I/F designated filing date for the rate areas and codes of service for which rate area approval is held and they desire to serve. **Nonparticipation in the I/F will preclude participation in the M/T filing for those channels effected.** Carriers have the option of filing rates for any authorized origin-destination combination in applicable ITGBL codes of service. Rates from previous cycles will not be brought forward. Rejected Class 1, 2, or 3 rates cannot be corrected.

(a) *Minimum Rate Submission.* Minimum rate submission is \$25 per hundredweight. Rates filed below \$25 will be rejected, precluding participation in that code of service, for that channel, for the cycle.

(b) *Low Rates.* Low rates for each traffic channel will be established based on the I/F submissions. A file identifying the five low rate setters by SCAC code will be available for carriers/ADP firms upon request.

(2) *Me-Too Filing.*

(a) *Class 1.* Class 1 rates will not be filed in the M/T filing. Class 1 rates filed during the I/F that fall within the maximum filing criteria of **\$105** above or 200 percent of the low rate, whichever is less, will be automatically carried forward by HQMTMC for final application in the ITGBL Rate Printout.

(b) *Class 2.* Carriers establishing the I/F low rate will not refile for those low rate channels during the M/T. Class 2 low rates established during the I/F will be automatically carried forward to the M/T filing. Computer processing edits prevent the subsequent deletion of the low accepted Class 2 I/F rates in the M/T filing. Carriers refile for those traffic channels for which they did not set an I/F low rate, and for which a tentatively accepted I/F rate was filed, may either meet the established low rates or file higher rates up to and including the rates filed by that carrier during the I/F submission as long as the rate falls within the maximum

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

filing criteria of **\$75** above the low rate. For example, a carrier filing a tentatively accepted I/F class 2 rate of \$45 on a traffic channel with an established low rate of \$36 may file a M/T rate ranging from \$36 to \$45. Nonparticipation in the I/F or rejection of Class 2 rates filed in the I/F precludes participation in the M/T filing for those traffic channels affected. Computer processing edits prevent the subsequent deletion of accepted Class 2 I/F rates in the M/T filing if rates fall within the maximum filing criteria. Therefore, carriers desiring to remain at accepted I/F rate levels need take no additional M/T action, as unadjusted I/F rates will be automatically carried forward to the M/T filing if within the maximum filing criteria. Tentatively accepted I/F rates will be carried forward to the M/T filing in any instance where a carrier's M/T rate filing is rejected due to nonconformance with the M/T rate filing procedures.

(c) *Class 3.* Carriers establishing the low rate will not refile for those low rate channels during the M/T filing. Established Class 3 I/F low rates will be automatically carried forward to the M/T filing. Computer processing edits prevent the subsequent deletion of accepted low Class 3 I/F rates in the M/T filing. Carriers refile for those traffic channels for which they did not set an I/F low rate and for which a tentatively accepted I/F Class 3 rate was filed may meet the established low rates, or file a rate within the **\$75** M/T maximum filing criteria, or remain at I/F rate level provided such rates are within the M/T maximum filing criteria. Procedures for remaining at I/F rate levels are identical to Class 2 procedures above (i.e., unadjusted I/F rates will be carried forward to the M/T filing and accepted if within the M/T maximum filing criteria). Nonparticipation in the I/F or rejection of Class 3 rates filed in the I/F precludes participation in the M/T filing for those traffic channels effected. M/T rates or I/F rates that are carried forward, which exceed the **\$75** maximum filing criteria, will be removed from the system.

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

<b>Code 3</b>	<b>\$275</b>
<b>Code 4</b>	<b>\$300</b>
<b>Code 5</b>	<b>\$225</b>
<b>Code 6</b>	<b>\$350</b>
<b>Code T</b>	<b>\$275</b>
<b>Code 7</b>	<b>\$300</b>
<b>Code 8</b>	<b>\$500</b>
<b>Code J</b>	<b>\$275</b>

Item 1907 ***ITGBL Carrier Accepted/Rejected Rate Report***

a. The ITGBL Carrier Accepted/Rejected Rate Report provides a list of rates accepted and/or rejected by HQMTMC on completion of the I/F and M/T filings. This report will be retained by the carrier.

b. Carriers are responsible for reviewing the accuracy and completeness of rates listed on the report. HQMTMC shall be notified of any mistake-in-rate filing (MIRF) allegations, in accordance with procedures contained in Item 1908.

c. For errors resulting from violation(s) of the Class 1, 2, and 3 rate filing system parameters, see Item 1916, Error Description Codes, for further explanation.

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

(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 \$75 M/T maximum filing criteria. M/T Classes 2 and 3 rates which exceed the low rate by more than \$75 will be rejected.

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O-D INVALID ORIGIN TO DESTINATION (O/D) COMBINATION: This error condition occurs when a submission is submitted for a combination not listed on industry Channel Control. A submission having this error will stop further edit.

NOMAS NO MASTER ON FILE: Carrier submitted a record for the M/T that was not filed in the I/F or was administratively removed by HQMTMC.

b. Error Codes:

ERROR  
DESC

DESCRIPTION

- |   |   |
|---|---|
| 1 | INVALID RATE. This rate has an invalid character in rate field. A valid rate must consist of 5 numeric characters.  |
| 2 | INVALID DELETE. Unauthorized delete action.   |
| 3 | INVALID LO-HI LIMIT. This rate was submitted outside the limits established by HQMTMC.  |
| 4 | NOT APPROVED BY TYPE OF SERVICE. This rate was submitted for a code of service with an origin or destination area for which the carrier does not have approval. |
| 5 | RATE CLOSED FOR CODE OF SERVICE. This rate field is closed for this O/D combination for this code of service. See Industry Channel Control Listing.             |
| 6 | CLASS CLOSED FOR THIS PROCESSING CYCLE. Submitted Class 1 rate in the M/T. There is no M/T for Class 1.   |
| 7 | NO I/F RATE ON FILE. Attempted to increase a rate on file or attempted to file a rate for the M/T cycle that was not filed for in the I/F.                      |
| 8 | BELOW I/F LOW RATE. Rate for the M/T cycle is less than the established low rate in the I/F cycle. This rate has been removed from the system.                  |
| 9 | EXCEED MAXIMUM FILING CRITERIA. Rate exceeds the maximum limit criteria established by HQMTMC. The formula for calculating this criteria is:                    |

Class 1

Low Rate + **\$105.00** or low rate x 2 (whichever is less) = Max Level  
Rate greater than Max Level = Error  
Error = Rate removed from system

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

Class 2

Low Rate + \$75.00 = Max Level  
Rate greater than Max Level = Error  
Error = Rate removed from system

Class 3

Low Rate + \$75.00 = Max Level  
Rate greater than Max Level = Error  
Error = Rate removed from system

- A 5-10 percent below previous cycle I/F low rate.
- B 10 percent or more below previous cycle I/F low rate.

Item 1917 *Parameters for Rate Cancellations*

- a. All cancellations must be submitted via FTP in accordance with the format prescribed in this chapter and instructions herein. Submission must be in accordance with established rate filing schedules provided in rate solicitation letters.
- b. Zeros must be placed in the columns for the code of service to be cancelled.
- c. A carrier can submit ONLY ONE RECORD for a single origin to destination combination. Duplicate submissions will result in the processing of the first record read by the HQMTMC computer equipment.

Item 1918 *FTP Rate Cancellation Submission*

The following fields of information must be furnished as applicable in your submission:

<u>POSITION</u>	<u>DESCRIPTION AND INSTRUCTION</u>
-----------------	------------------------------------

1-3	<p>Document identifier DXX:</p> <ul style="list-style-type: none"> <li>(1) Must be a "D"</li> <li>(2) Leave Blank*</li> <li>(3) First digit of cancellation cycle 1 or 2</li> </ul> <p>EXAMPLE: D-1 indicates Delete, blank, first cancellation cycle</p>
4-7	Standard Carrier Alpha Code assigned to each ITGBL-approved carrier.
8-16	Origin SPLC - Origin Standard Point Location Code
17-25	Destination SPLC
26-30	Cancel rate for Code of Service "J" -- zero filled