

2nd AMENDMENT TO MOD. 3

In the following pages, the header's were corrected:

7-4, 7-5, and 7-8 thru 7-10

Page 9-2. Corrected JPPSO Mass, Chelmsford, Massachusetts GBLOC to read AGFM.

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ITEM 710.

NAME/OWNERSHIP CHANGE

a. When a carrier undergoes a name or ownership change and approval has been granted from HQMTMC, the carrier must cancel existing IRTs, by supplement, but new (replacement) tenders must be submitted simultaneously. Such IRTs can be submitted at any time, provided correct cancellation supplements for existing (old) tenders and new (replacement) tenders are received by HQMTMC, at least 30 days in advance of the expiration date of the existing (old) tender. New tenders are permitted as follows:

(1) **NAME CHANGE.** After approval is granted by HQMTMC, replacement LOIs must be filed at each PPSO served to show the carrier's new name. Carrier must cancel any existing IRTs, and simultaneously file replacement tenders with HQMTMC, showing the new name. Such replacement tenders must provide the same percentages of rate reductions as did the tenders they replace.

(2) **OWNERSHIP CHANGE.** The carrier must notify HQMTMC, of change in ownership. Upon approval by HQMTMC, new LOIs must be filed at each PPSO served. Cancellation supplements to existing IRTs may then be submitted to HQMTMC, to effect simultaneous cancellation of existing IRTs that were filed by the previous management and the filing of replacement IRTs. Such replacement tenders may provide the same percentage of rate reductions as did the tenders they replace or they may M/T a carrier with a lower rate.

ITEM 711.

ORIGIN/DESTINATION OPTIONS

a. A separate IRT will be used for each origin PPSO. A separate IRT will be used for each code of service. All offers from an origin installation to all destinations in the same code of service with the same percentage must be on one tender for the I/F cycle. This will eliminate issuing multiple IRTs for one rate level. An IRT will use only one of the following origin/destination options:

(1) **AREA OF RESPONSIBILITY TO STATE.** IRT applies to any domestic personal property shipment originating in the area of responsibility of a PPSO and destined for delivery within the same state.

(2) **AREA OF RESPONSIBILITY TO AREA OF RESPONSIBILITY:** IRT applies to any domestic personal property shipment originating from a PPSO and destined to another PPSO listed on this tender. (See Item 714a(3).)

ITEM 712.

CROSS-FILING

- a. **I/F CYCLE.** Cross-filing is not authorized in the I/F Cycle.
- b. **M/T CYCLE.** Cross-filing of Code 1 and Code 2 rates during the M/T filing cycle is permitted.

ITEM 713.

DUALITY

Two or more rates of a carrier, simultaneously applicable for the same code of service and the same origin/destination combination (dual rates) will be rejected in accordance with procedures shown in Item 717.

NOTE: A Code 1 IRT will not be considered dual with a Code 2 IRT (and vice versa)

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c. PPSOs in those states where carriers have limited operating authority will award tonnage as follows:

(1) Separate traffic distribution records (TDRs) will be established for the state and for each destination area of responsibility where rates are filed and accepted by MTMC.

(2) TDRs will be established based on:

(a) The carrier establishing the lowest rate will be placed on the TDR first. This low rate carrier must meet the Total Quality Assurance Program (TQAP) criteria established by MTMC. Those meeting the low rate will be placed on the TDR in accordance with their TQAP score. Carriers with equal TQAP scores will be placed on the TDR in accordance with low to high tonnage from the past rate cycle.

(b) All carriers will begin the cycle with zero tonnage.

(c) Carriers establishing the low rate will receive 50 percent of the tonnage from its area of responsibility within its operating authority only.

EXAMPLE: Carrier AAAA establishes the low rate for the AOR. However, carrier can pick up in counties A and B of the origin AOR. Carrier AAAA will receive every other shipment from the counties A and B. Carriers meeting the low rate will share in the remaining tonnage. In the event no one meets the low rate, carrier AAAA will be offered all traffic before offer is made to a higher cost carrier. In all other areas covered by this low rate, but not a part of the low rate carrier's operating authority, tonnage will be divided equally among the carriers meeting the low rate to the extent of their operating authorities.

ITEM 722.

TENDER DESTINATION DELETION SUPPLEMENTS

a. I/F carriers may issue supplements to delete destinations from I/F tender submissions. The following procedures apply:

(1) Deletion of a PPSO from the destination state will be accomplished only by submission of a supplement to the I/F rate tender.

(2) PPSO deletion supplements to I/F rate tenders may be submitted during the M/T cycle period, which immediately follows the I/F filing cycle.

(3) A deletion supplement must be submitted to HQMTMC, simultaneously with M/T tender submissions for the same PPSO. The M/T tender submissions must "pick up" all PPSOs which were "dropped" by the deletion supplement.

NOTE: Carriers must serve to their full authority (see Item 708).

(4) The detailed format instructions for filing deletion supplements must be followed exactly (see Appendix C of this chapter).

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ITEM 723.

TENDER CANCELLATION SUPPLEMENTS

a. Carriers may cancel existing IRT submissions in their entirety. Cancellation will be accomplished only by the submission of a supplement to the basic tender (e.g., Supplement 1 to ICC 203). A single supplement must be used to cancel each IRT; a single supplement cannot be used to cancel two or more IRTs. The following additional procedures apply:

(1) **For IRTs Already in Effect.** For both I/F and M/T IRT submissions, which are already in effect for the current rate cycle:

(a) A carrier may submit a cancellation supplement at any time on or after the effective date of the IRT, and

(b) Any correct cancellation supplement will be assigned an effective date that is 30 days after receipt of this supplement at HQMTMC, but

(c) An incorrect cancellation supplement will be rejected; upon correction and resubmission, the correct supplement will be assigned an effective date that is 30 days after receipt at HQMTMC.

(2) **New IRTs for Upcoming Rate Cycle:** During the M/T filing cycle, a carrier which filed IRTs during the immediately preceding I/F filing cycle may desire to meet rates of other carriers for the same PPSO. The I/F carrier may accomplish this by using one of two required methods. First, a carrier may delete specific destinations from an I/F tender submission for that PPSO using the procedures in Item 722. Second, a carrier may eliminate one (or all) I/F tender submissions for a PPSO by issuing a cancellation supplement and by preparing a M/T tender(s) to replace the cancelled I/F tender submission. The following procedures apply:

(a) The M/T tender submission(s) must show all the destinations of the cancelled I/F tender submission. This may be accomplished by submitting one tender to the entire state.

(b) A cancellation supplement and the related replacement M/T tender submission(s), for the same PPSO, will be submitted as a "package" to HQMTMC.

(c) HQMTMC will process this "package" of submissions for the same PPSO as follows:

1 If the replacement M/T tender(s) has errors, the related I/F cancellation supplement will be returned along with the rejected tender(s).

2 If the cancellation supplement contains an error, the related replacement M/T tender(s) will be returned along with the rejected cancellation supplement.

(3) The detailed format instructions for preparing cancellation supplements must be followed exactly, in accordance with Appendix F of this chapter.

NOTE: A carrier must submit a cancellation tender in order to have the M/T tender accepted.

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ITEM 724.

RATE ABSTRACT - I/F SUBMISSION

- a. HQMTMC, will provide a rate abstract to the PPSOs showing all I/F submissions.
- b. The PPSO will post the rate abstract in a location convenient to the carriers for a period of not less than seven (7) calendar days prior to the M/T filing cycle. The rate abstract is used by carrier representatives to view and copy information to use when filing their M/T tenders.

ITEM 725.

PERSONAL PROPERTY RATES ON-LINE (PPROL)

- a. Interested parties may view the rate abstract for each PPSO on the HQMTMC Internet Homepage. For each rate filing cycle, final accepted rates will be available.
- b. Homepage Address. The HQMTMC Internet Homepage address is <http://www.mtmc.army.mil>.

ITEM 726.

RESERVED FOR FUTURE USE

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<u>NAME OF PPSO</u>	<u>GBLOC</u>	<u>NAME OF PPSO</u>	<u>GBLOC</u>
<u>KENTUCKY</u>		<u>NEW MEXICO</u>	
FT CAMPBELL	FAAT	WHITE SANDS MR	KLAE
FT KNOX	FAAM		
LEX-BLUE GRASS DEPOT	FAAQ		
<u>LOUISIANA</u>		<u>NEW YORK</u>	
BARKSDALE AFB	FSFL	FT DRUM	DBAT
FT POLK	FSAT	NAU SCOTIA	DBNK
NSA NEW ORLEANS	FRNQ	NYAC & FT HAMILTON	DBAQ
		USMA WEST POINT	DCAT
<u>MARYLAND</u>		<u>NORTH CAROLINA</u>	
ABERDEEN PG	BAAV	FT BRAGG	BKAS
FT DETRICK	BAV	MCAS CHERRY POINT	BKML
NAS PATUXENT RIVER	BCNV	MCB CAMP LEJEUNE	BKMT
USNA ANNAPOLIS	BANT	SEYMOUR JOHNSON AFB	BMFL
<u>MASSACHUSETTS</u>		<u>NORTH DAKOTA</u>	
JPPSO MASS, CHELMSFORD	AGFM	GRAND FORKS AFB	JTFL
		MINOT AFB	JUFL
<u>MICHIGAN</u>		<u>OHIO</u>	
SELFRIDGE ANGB	EBAK	WRIGHT PATTERSON AFB	ELFL
<u>MINNESOTA</u>		<u>OKLAHOMA</u>	
USATO FT SNELLING	GBAC	ALTUS AFB	HOFL
		FT SILL	HOAT
<u>MISSISSIPPI</u>		MCALISTER AAP	HOAM
COLUMBUS AFB	FNFL	TINKER AFB	HOFQ
KEESLER AFB	FMFL	VANCE AFB	HPFL
NAS MERIDIAN	FNNT		
<u>MISSOURI</u>		<u>PENNSYLVANIA</u>	
FT LEONARD WOOD	GSAT	CARLISLE BARRACKS	DMAT
WHITEMAN AFB	GTFL	CEKSF, OAKDALE	DMAC
		NICP PHILADELPHIA	DMNC
		TOBYHANNA AD	DOAQ
<u>MONTANA</u>		<u>RHODE ISLAND</u>	
MALMSTROM AFB	JNFL	NETC NEWPORT	ALNT
<u>NEBRASKA</u>		<u>SOUTH CAROLINA</u>	
OFFUTT AFB	KRFL	FISC, CHARLESTON	CANQ
		FT JACKSON	CAAT
<u>NEVADA</u>		MCAS BEAUFORT	CAML
NAS FALLON	JANL	SHAW AFB	CEFL
<u>NEW JERSEY</u>		<u>SOUTH DAKOTA</u>	
JPPSO-NJ, FT DIX	APAT	ELLSWORTH AFB	JVFL