

Change 1 to DS08, effective 1 May 08

Page TOC-3. Due to the reinstatement of a missing paragraph in item 315, Storage-in-Transit (SIT), the Table of Contents is updated.

Page 3-20. Item 315, Storage-in-Transit (SIT). A paragraph in the D-12 Domestic Rate Solicitation regarding the addition of additional personal property to a shipment already in SIT was inadvertently deleted from the D-13 (paragraph h) and likewise not included with the original of the D-14. That paragraph is restored with this change.

Because of the downward movement of content in this chapter due to the restoration of paragraph h to item 315, the remainder of chapter 3 is included with this change to assure content continuity.

Page 4-28. Item 400, Additional Services. The SIT first day rate for South Dakota at JPPSO-COS, Colorado Springs, CO (KKFA) was inputted erroneously. The rate for that area should be \$1.41, not \$4.41.

Page 6-8. Item 616, Rate Filing Procedures, Rate Reasonableness Rate Filing Example. There was confusion regarding the actual rate reasonableness percentage range (100%) documented in paragraph d(2) of item 616 vs. the percentage range given (60%) in the Rate Reasonableness Rate Filing Example. A cautionary note was provided on the Rate Reasonableness Rate Filing Example table that the table is for illustration purposes only and that percentage used there may not actually be that utilized in actual rate filing for the given rate cycle.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

TABLE OF CONTENTS

	<u>Item</u>	<u>Page</u>
Boats, Canoes, Skiffs, Light Rowboats, Kayaks, or Sailboats	320	3-23
Customer Satisfaction Surveys	321	3-23
Collection of Charges on Household Goods Shipments		
Involving Loss or Destruction in Transit	322	3-23
Statement of Accessorial Services Performed	323	3-24
Billing Procedures/Instructions	Appendix 3A	3A-1
Electronic Funds Transfer Payment	Appendix 3B	3B-1

CHAPTER IV - SCHEDULE OF RATES & CHARGES

General Requirements and Conditions		4-1
Additional Services	400	4-2
Geographic Application of Rates and Schedules for the		
Additional Service Items Named Below and Appendix E		4-3
Computing Charges	401	4-35
Packing and Unpacking	402	4-35
Labor Charges	403	4-40
Auxiliary Service	404	4-41
Reserved for Future Use	405	4-42
Waiting Time	406	4-42
Additional Pickup or Delivery and Delivery from SIT	407	4-43
Attempted Delivery	408	4-44
Attempted Pickup	409	4-45
Partial Delivery Weighing and Reweigh Charges	410	4-45
Partial Delivery Weighing Fee		4-45
Reweigh		4-45
Reserved for Future Use	411	4-45
Loading and Unloading Charges – Bulky Articles	412	4-45
Overtime Loading and Unloading	413	4-47
Overtime Packing and Unpacking	414	4-47
Reserved for Future Use	415	4-47
Reserved for Future Use	416	4-47
Piano or Organ Carry Charges	417	4-47
Elevator, Stair, and Excessive Distance Carry Charges	418	4-48
Bunker Fuel Charges, Fuel Surcharges, Port Congestion		
Surcharges, Port/Terminal Security Handling Surcharges		
and/or War Risk Surcharges for Ocean/Water Movements		
(Applicable to Alaska Shipments Only)	419	4-51
Fuel Surcharge (Line Haul Only)	420	4-51
Household Appliances or Other Articles Requiring Special		
Servicing by Third Party for Safe Transportation	421	4-51
Ferry, Bridge, and Service Charges	422	4-53
Diversion	423	4-54
SIT and Warehouse Handling Charges	424	4-55
Use of Government-Owned Containers (GOCs)	425	4-56
Shipments from Storage Warehouses	426	4-56

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

shipment will terminate. The notice of termination cannot be retroactive. This notice of termination can be rescinded not later than one business day prior to the effective date of the termination.

(2) The government will pay the TSP for all SIT costs, up to and including the day of termination. Once termination, in accordance with the above paragraph has occurred, the government may not revive the TSP's liability under the original bill of lading, or reinstate the original bill of lading. If after termination, the government wishes to continue the government's payment for continued storage, the government must enter into a new contract with the warehouse and/or issue a purchase order or new bill of lading for delivery and any additional services needed after the termination notice.

(3) In the event that SIT converts to the service members expense, the TSP is required to provide a copy of the Joint Inspection Form (i.e. rider to the inventory or exception sheet) if requested by the Military Claim Office.

h. During the SIT period, the shipper may add property to that already in SIT. Charges for such property added shall be as follows:

(1) Transportation charges to pick up property and deliver to the warehouse if accomplished by the Transportation Service Provider.

(2) Warehouse handling charge for property added. Minimum shall apply to total amount of the shipment only

(3) First day storage shall apply to weight added, subject to minimum charge. Additional storage shall apply on the total weight of the shipment.

NOTE: If an interstate shipment is placed into origin SIT and then at a later date, is reconsigned for delivery out of SIT to a new destination other than the destination shown on the BL, the following procedures apply:

- Charges that apply up to the point of reconsignment, for packing, drayage to SIT facility, warehouse handling, and storage, shall be those specified on the PPGBL that the shipment was originally tendered under. The PPSO should issue a correction notice stating: "THIS SHIPMENT WAS TERMINATED AT ORIGIN SIT - NO LINEHAUL CHARGES APPLY." The correction notice shall be mailed to the Transportation Service Provider to support payment of origin services under the original BL.

- Charges that apply for delivery out of origin SIT, after a reconsignment, shall be handled as a new shipment under one of the following listed methods:

-- If delivered out locally:

--- under existing local drayage contract rates on a purchase order,

--- under existing intrastate solicitation rates via a purchase order or new BL.

-- If delivered out of SIT to a destination that is within the same state, prepare a new BL under existing intrastate solicitation rates.

-- If delivered out of SIT to a new interstate destination, prepare a new BL under existing interstate solicitation rates.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

i. On property consigned to SIT wherein an overflow of property requires a split shipment delivered to the warehouse on different dates, the charges for such property shall be as follows:

(1) Transportation charges from initial point of pickup to warehouse location shall be based on the combined weight of the property stored in transit. Computation of transportation charges shall be as provided in Appendix 4E of Chapter IV.

(2) Storage charges in effect on date of initial pickup shall be assessed separately on each portion of shipment stored in transit, except minimum weight shall apply to the combined weight of property stored in transit. Storage shall be computed separately on each portion added, subject to provisions of this item.

(3) Warehouse handling charge shall apply only once, based on the combined weight of the property stored in transit.

(4) All subsequent charges shall be based on the combined weight of the property stored in transit.

(5) Each portion of the split shipment shall be reweighed prior to placement into SIT. Only one reweigh charge shall apply.

ITEM 316.

PICKUP OR DELIVERY AT COMMERCIAL WAREHOUSE

Except as otherwise provided, if shipment is picked up at or delivered to a commercial warehouse, the rates for transportation include only loading or unloading at the door, platform, or other point convenient or accessible to the vehicle. (For purposes of this item, a mini-storage or self-storage warehouse is defined as a commercial warehouse.)

ITEM 317.

RESERVED FOR FUTURE USE

ITEM 318.

UNLOADING AND UNPACKING AT DESTINATION

Unloading at destination shall include the one-time laying of rugs and the one-time placement of furniture and like items in the appropriate room of the dwelling or room designated by the member. All articles disassembled by the Transportation Service Provider or originating from nontemporary storage shall be reassembled. On a one-time basis, all barrels, boxes, cartons, and/or crates shall be unpacked and the contents shall be placed in a room designated by the member. This includes placement of articles in cabinets, cupboards, or on shelving in the kitchen when convenient and consistent with safety of the article(s) and proximity of the area desired by the member; however, it does not include arranging the articles in a manner desired by the member. The unpacking service and removal of debris shall be performed to the satisfaction of the member.

ITEM 319.

SPECIFIC VEHICLE SERVICE

(EXP) – Expedited Service

(EXE) – Exclusive Use of a Vehicle

(RSV) – Space Reservation for a Portion of Vehicle

a. When the PPSO orders a specific vehicle service, i.e., expedited service, exclusive use of vehicle, or space reservation for a portion of vehicle, the BL shall be annotated in the manner indicated below for such specific

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

vehicle service. Transportation charges shall be computed as indicated below and billed using the appropriate ANSI code as indicated for such specific vehicle service.

(1) **EXPEDITED SERVICE (EXP)**. Expedited service as used herein applies to tendering shipments weighing less than 5,000 pounds on or before a specified date. Delivery on normal established required delivery dates as required by the Tender of Service are not subject to this special service.

(a) The BL must be marked:

EXPEDITED SERVICE ORDERED BY THE PPSO.
DELIVERY REQUIRED ON OR BEFORE _____.

(b) Transportation charges shall be computed on the basis of 5,000 pounds.

NOTE: Except in case of the fault of the shipper, in the event the shipment is not tendered for delivery on or before the delivery date, this item shall not apply. In such case, the charges for the shipment shall be subject to all other applicable rules and provisions of this rate solicitation.

(2) **EXCLUSIVE USE OF A VEHICLE (EXE)**. Subject to the availability of equipment, the PPSO may order exclusive use of a vehicle of specific cubic capacity, for transportation of a shipment.

(a) The BL must be marked:

EXCLUSIVE USE OF A _____ CU FT VEHICLE
ORDERED BY THE PPSO.

(b) Transportation charges shall be based on actual weight subject to minimum charges as follows:

1 If the capacity of vehicle ordered is 1,400 cu ft or less, the minimum charge shall be based on 9,800 pounds.

2 If the capacity of vehicle ordered is in excess of 1,400 cu ft, the minimum charge shall be based on 7 pounds per cu ft of total vehicle space ordered.

NOTE: If at the time for loading such shipment, the Transportation Service Provider does not have a vehicle of capacity ordered, the Transportation Service Provider may substitute a vehicle(s) of equal capacity or greater. Transportation charges shall be the same as had the Transportation Service Provider furnished the vehicle ordered.

(3) **SPACE RESERVATION FOR A PORTION OF VEHICLE (RSV)**. Subject to availability of equipment, the PPSO may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space.

(a) The BL must be marked:

SPACE RESERVATION OF _____ CU FT ORDERED.

(b) Transportation charges shall be based on the actual weight of the shipment subject to minimum weights as follows:

300 cu ft or less.2,100 pounds
More than 300 cu ft 700 pounds per each 100 cu ft or fraction thereof

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14**ITEM 320. BOATS, CANOES, SKIFFS, LIGHT ROWBOATS, KAYAKS, OR SAILBOATS**

Boats, canoes, skiffs, light rowboats, kayaks, or sailboats 14 feet and under in length, without trailers, and dinghies or sculls of any size, without trailers, shall move as normal household goods.

Civilians: In accordance with the Joint Travel Regulations (JTR), Chapter 5, Part D, HHG include boats (and their associated trailer) that can fit into a moving van (e.g., canoe, skiff, dinghy, scull, kayak, rowboat, sailboat, outboard/inboard motor boat).

NOTE 1: In determining lengths for the purpose of this item, all fractions of a foot shall be disregarded.

NOTE 2: The length of boats, canoes, skiffs, light rowboats, kayaks, or sailboats shall be determined by the straight center line distance between the top center point of the transom and a point perpendicular with the foremost part of the bow. Manufacturer's "length overall" or "center line length" shall apply as the correct length for the purposes of this item in lieu of physical measurement by Transportation Service Provider.

ITEM 321.**CUSTOMER SATISFACTION SURVEYS**

SDDC will survey members at the completion of each of their moves. These Customer Satisfaction Surveys will determine members' satisfaction with Transportation Service Provider services at origin, destination, and their overall satisfaction with the Transportation Service Providers performance. SDDC will use the results of these surveys to determine a Performance Score for each Transportation Service Provider. Each Transportation Service Provider's Performance Score will be part of Families First, the future personal property program's traffic distribution methodology. Transportation Service Providers are reminded that customer survey results will not be used prior to the implementation of Families First, and TQAP requirements will remain in effect.

ITEM 322.**COLLECTION OF CHARGES ON HOUSEHOLD GOODS SHIPMENTS INVOLVING LOSS OR DESTRUCTION IN TRANSIT**

a. Transportation Service Provider shall not collect, or require a shipper to pay, any published charges (including any charges for accessorial services) when that shipment is totally lost or destroyed in transit. The provisions of this item shall apply only to the transportation of household goods. Notwithstanding any other provisions of this item, a Transportation Service Provider shall collect, and the shipper shall be required to pay, any specified valuation charge that may be due. This item shall not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper.

b. In the event that any portion, but less than all, of a shipment of household goods is lost or destroyed in transit, a motor common Transportation Service Provider of household goods in interstate or foreign commerce shall, at the time it disposes of claims for loss, damage, or injury to the articles in the shipment as provided in 49 CFR, Part 375, refund that portion of its published freight charges (including any charges for accessorial or terminal services) corresponding to that portion of the shipment which is lost or destroyed in transit. To calculate the charges applicable to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the portion of the shipment delivered by the total charges (including accessorial and terminal charges) applicable to the shipment tendered by the shipper. If the charges computed in the manner set forth above exceed the charges otherwise applicable to the shipment as delivered, the lesser of those charges shall apply. The provisions of this paragraph shall apply only to the transportation of household goods as defined in 49 CFR

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

375.1(b)(1). Notwithstanding any other provisions of this paragraph, a Transportation Service Provider shall collect, and the shipper shall be required to pay, that proportion of any charges for accessorial or terminal services rendered which corresponds to the proportion of shipment not lost or destroyed in transit and any specific valuation charge that may be due. The provisions of this paragraph shall not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper. Transportation Service Providers shall determine, at their own expense, the proportion of the shipment not lost or destroyed in transit.

c. In the event that a shipment of household goods is transported on more than one vehicle, the Transportation Service Provider transporting such a shipment shall collect the published charges due for that shipment, subject to the provisions of paragraph b above, but such Transportation Service Provider may collect those charges only after all parts of the shipment have been tendered for delivery, or may collect only that percentage of its published charges corresponding to that portion of the shipment which is tendered for delivery.

d. The rights provided by this item are in addition to, and not in lieu of, any other rights which the shipper of household goods may have with respect to a shipment of household goods which is lost or destroyed, or partially lost or destroyed, in transit, whether or not that shipper has exercised the rights provided above.

e. When reweigh of any shipment is made pursuant to this item, the charges for the reweigh will not apply, and the cost of such reweigh shall be borne by the Transportation Service Provider.

ITEM 323.

STATEMENT OF ACCESSORIAL SERVICES PERFORMED

A DD Form 619, Itemizing Accessorial Services Performed, shall be prepared by the Transportation Service Provider's representative and signed by the member or agent when such services are required and separately charged. Each household appliance serviced shall be identified to show the make, model, or the name of the manufacturer. All entries for appliances serviced by a third party shall be supported by an invoice stating the type of service performed.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE
ADDITIONAL SERVICE ITEMS NAMED BELOW AND APPENDIX E

AREA APPLICATION	ITEM 402 PK UN/PK MAX PK	ITEM 407 ADDL P/D D/SIT	ITEM 403 LABOR REG	ITEM 418 ELV S/C L/C	SIT 1ST DAY	ITEM 424 SIT EA ADDL DAY	W/H	APP E SIT F/D
	[PUK] (100A) TO (100U)	[PUD] (105A) (105B) (105C)	[LAA] (101A)	[LAA] (101B)	[SEE] (112A) TO (112D)	[STR] (145A)	[STR] (145B) [STR] (145C)	[PDS]

SOUTH CAROLINA (continued)

Ft Gordon, GA (CGAT) Aiken, Allendale, Barnwell, Edgefield, Hampton, McCormick	A	A	15.13	20.19	B	1.28	.11	2.57	D
Ft Jackson, SC (CAAT) Abbeville, Anderson, Calhoun, Cherokee, Chester, Fairfield, Greenville, Greenwood, Laurens, Lexington, Newberry, Oconee, Pickens, Richland, Saluda, Spartanburg, Union, York	B	A	15.40	20.19	C	1.28	.11	2.57	D
MCAS Beaufort, SC (CAML) Beaufort, Jasper	A	A	12.32	16.06	A	1.28	.11	2.44	D
JPPSO-NE, Chelmsford, MA (AGFM) Chesterfield, Clarendon, Darlington, Dillon, Florence, Georgetown, Horry, Kershaw, Lancaster, Lee, Marion, Marlboro, Sumter, Williamsburg	B	A	12.32	16.06	A	1.28	.11	2.44	D

SOUTH DAKOTA

JPPSO-COS Colorado Springs, CO (KKFA) All Counties	D	B	24.31	29.76	D	1.41	.11	3.73	J
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TENNESSEE

Ft Campbell, KY (FAAT) Bedford, Benton, Cannon, Carroll, Cheatham, Coffee, Davidson, Decatur, De Kalb, Dickson, Franklin, Henry, Hickman, Houston, Humphreys, Lake, Macon, Montgomery, Moore, Obion, Perry, Robertson, Rutherford, Smith, Stewart, Sumner, Trousdale, Weakley, Williamson, Wilson	B	A	14.03	18.54	A	1.35	.11	2.57	D
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DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-14

RATE REASONABLENESS RATE FILING EXAMPLE

(For illustration purposes only – Current rate reasonableness percentage range may not actually be what it is in this example. See item 616, paragraph d(2) of this chapter for the prevailing rate reasonableness percentage range applicable to this rate cycle.)

Channel		BGAC to CT		Admin High		200			
Code of Service		1A		Admin Low		60			
				Percent Above Min Final I/F Rate (for this channel)		60		Acceptable High = (65+ 60)% = 125% (Note 4)	
TSP	I/F-A		I/F-M		M/T-A			M/T-B	Final Accepted Rates
	Rates Filed	Pass / Fail (Note 1)	Rates Filed	Pass / Fail (Note 1)	Rates Filed (Note 2)	Cross Filed Rate Used (Note 2)	Pass / Fail (Note 3)	Rates Filed	
1	65	Passes @ I/F-A							65
2	125	Passes @ I/F-A			65		Passes @ M/T-A		65
3	130	Passes @ I/F-A			80	Code 2A	Passes @ M/T-A		80
4	135	Passes @ I/F-A			90	Code 2A	Passes @ M/T-A		90
5	140	Passes @ I/F-A			100		Passes @ M/T-A		100
6	55	Fails @ I/F-A	100	Passes @ I/F-M					100
7	150	Passes @ I/F-A			110	Code 2A	Passes @ M/T-A		110
8	165	Passes @ I/F-A			120	Code 2A	Passes @ M/T-A		120
9	220	Fails @ I/F-A	200	Passes @ I/F-M	125		Passes @ M/T-A		125
Channel		BGAC to CT		Admin High		220			
Code of Service		2A		Admin Low		60			
				Percent Above Min Final I/F Rate (for this channel)		60		Acceptable High = (75+ 60)% = 135% (Note 4)	
TSP	I/F-A		I/F-M		M/T-A			M/T-B	Final Accepted Rates
	Rates Filed	Pass / Fail (Note 1)	Rates	Pass / Fail (Note 1)	Rates (Note 2)	Cross Filed Rate Used (Note 2)	Pass / Fail (Note 3)	Rates	
1	75	Passes @ I/F-A							75
2	80	Passes @ I/F-A			65	Code 1A	Passes @ M/T-A		65
3	90	Passes @ I/F-A							90
4	100	Passes @ I/F-A							100
5	110	Passes @ I/F-A							110
6	120	Passes @ I/F-A							120
7	125	Passes @ I/F-A							125
8	140	Passes @ I/F-A			135	Code 1A	Passes @ M/T-A		135
9	240	Fails @ I/F-A	220	Passes @ I/F-M	140		Fails @ M/T-A	135	135

Note 1: Rates have to be greater than or equal to Admin Low and less than or equal to Admin High.

Note 2: Item 616 d (3) criteria applies at M/T rate cycle.

Note 3: Cross filed Me-Too rates have to be equal to or lower than 60% plus lowest accepted rate established in the final I/F rate per channel (for this code of service).

Note 4: For BGAC to CT (Code 1A) the lowest accepted rate was 65%, therefore the “acceptable high” will be 65 + 60 = 125%. Similarly, for BGAC to CT (Code 2A) the lowest accepted rate was 75%, therefore, the “acceptable high” will be 75 + 60 = 135%. In this example, TSP#2 in BGAC to CT (Code 2A), decides to cross-file to 65 from BGAC to CT (Code 1A). This will be allowed but this cross-filed 65% rate will not become the new basis to determine the new acceptable high for BGAC to CT (Code 2A). In other words, the acceptable high for BGAC to CT (Code 2A) will stay at 135% (which was determined based on the lowest accepted rate at I/F).