

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-13

**CHAPTER II - TERMS & DEFINITIONS**

Item 200. **Air Mobility Command (AMC):** The single DOD operating agency responsible for providing DOD airlift services.

Item 201. **Attempted Pickup and/or Delivery:**

a. **Attempted Pickup:** When a carrier is ordered by the PPSO to perform pickup services at a member's residence, and service cannot be performed through no fault of the carrier. Carrier is authorized compensation for labor services and/or vehicle use per Item 511.

b. **Attempted Delivery:** When a carrier is ordered by the PPSO to perform delivery services at a member's residence, and service cannot be performed through no fault of the carrier. Carrier is authorized compensation on direct delivery shipments for labor services and/or vehicle use per Item 511. Compensation on shipments from storage-in-transit (SIT) will be as outlined in Item 510.

Item 202. **Auxiliary Services:** The use of labor and/or nonstandard linehaul or delivery vehicles when essential to effect pickups or delivery of shipments when approved, in writing, by PPSO as the result of the origin or destination being inaccessible by virtue of building design or roadway nonexistence, design, condition, construction, or obstacles. The movement of agents from one overseas PPSO area of operation to another overseas PPSO area of operation for the purpose of packing, containerization, and pick up of personal property shipments when authorized by the requesting PPSO.

Item 203. **Carrier:** Any carrier or forwarder of personal property holding an appropriate certificate(s) or permit(s) issued by a Federal or State regulatory agency and approved by DOD.

Item 204. **Carrier's Agent:** A business firm, corporation, or individual acting for or in behalf of a carrier. A bona fide agent of a personal property carrier, as distinguished from a broker, is a person or business enterprise representing and acting for a motor carrier or freight forwarder and performing duties under the direction of the carrier, pursuant to a preexisting agreement with the carrier, providing for a continuing relationship between them.

Item 205. **Channel Control Listing:** A listing stipulating open and closed rate fields, by classes of rates and codes of service, for each origin/destination combination whereby rates are filed between CONUS and overseas rate areas, intertheater, and intratheater movements.

Item 206. **Continental United States (CONUS):** As used in connection with HHG, it includes all areas within the United States, excluding Hawaii. For purposes of soliciting rates for UB, it includes all areas within the contiguous United States, excluding Alaska and Hawaii.

Item 207. **Destination Point:** City or installation shown in the destination block on the Government bill of lading.

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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 - \$250.00
- (2) Code 4 - \$250.00
- (3) Code 5 - \$200.00
- (4) Code 7 - \$250.00

b. Maximum Rate Submission - Air Codes of Service.

- (1) Code J - \$250.00
- (2) Code T - \$250.00
- (3) Code 6 - \$300.00
- (4) Code 8 - \$450.00

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. **Intratheater 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 - \$80 per hundredweight above or 200 percent of the low rate, whichever is less.
- b. M/T Class 2 rates - \$50 per hundredweight above the low rate.
- c. M/T Class 3 rates - \$50 per hundredweight above the low rate.

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- Item 225. **Military Traffic Management Command (MTMC):** The single DOD operating agency responsible for military traffic management, land transportation, and common user ocean terminal.
- Item 226. **Military Sealift Command (MSC):** The single DOD operating agency responsible for providing DOD sealift service.
- Item 227. **Mistake in Rate Filing (MIRF):** An error acknowledged by the carrier after review of their I/F and M/T rate submissions. Carrier may obtain relief for mistakes in rate filing upon review and approval by HQMTMC.
- Item 228. **Net Weight:** The net weight of shipments transported in containers shall be the difference between the tare weight of the empty container and the gross weight of the packed container.
- Item 229. **Nontemporary Storage (NTS):** The term applied for the service of long-term storage, other than SIT, of personal property at owner's or Government expense.
- Item 230. **One-Time-Only (OTO) Rates:** Rates solicited by HQMTMC from individual carriers for the one time movement of personal property.
- Item 231. **Operation COHORT:** Operation COHORT is another name given to U.S. Army volume movements between CONUS and overseas locations. Any special requirements such as pickup, movement on the same vessel, and delivery en masse, will be contained in the solicitation.
- Item 232. **Origin Installation:** Military installation or activity with a PPSO controlling and issuing PPGBLs for personal property shipments.
- Item 233. **Overseas Theater:** An overseas area composed of those elements of one or more of the Armed Services, designated to operate in a specific geographical area, i.e., the Pacific, European, Southern, or other command.
- Item 234. **Packing Carton:** Packing carton used for packing items requiring additional protection prior to placement inside shipping container.
- Item 235. **Personal Property Government Bill of Lading (PPGBL):** An accountable shipping document used for the acquisition of authorized transportation and related services from commercial carriers for the movement of DOD-sponsored personal property shipments (SF 1203).
- Item 236. **Personal Property Shipping Office (PPSO):** An office designated by appropriate authority to perform personal property traffic management functions for an area of responsibility.
- Item 237. **Pickup Point:** The specific location where the carrier takes possession of personal property for shipment.
- Item 238. **Point of Diversion:** The location of the shipment when orders are given to change destination point.

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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) 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 T and Code J shipments to the APOE as specified on the GBL. If the RPDD falls on a Saturday, Sunday, foreign national, U.S. National, or state holiday, the RPDD will be the following work day.

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

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

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

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

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

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

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

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

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

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