

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION I-12

CHAPTER XIX - RATE FILING INSTRUCTIONS

Item 1900 *Purpose*

This chapter provides procedures and other information required to file international through Government bill of lading (ITGBL) automated SFR in response to HQMTMC International Personal Property Rate Solicitations and modification letters issued every 6 months. Also, detailed instructions, formats, and error descriptions/codes for rate filings and cancellations are provided. Any changes or items of particular significance unique to each cycle will be included by page changes in that cycle's rate solicitation letter. Carriers filing rates in response to HQMTMC rate solicitation will use these instructions in conjunction with the rate solicitation letters to ensure a totally responsive rate filing.

Item 1901 *Application and Scope*

This instruction is applicable to DOD-approved carriers eligible to transport HHG and UB between designated rate areas in ITGBL service, including intertheater and intratheater shipments but not intracounty shipments (intracounty rates are filed with the appropriate overseas theater command). These instructions provide procedures for filing and cancelling rates prior to and during applicable rate cycles.

Item 1902 *Industry Rate Submissions*

Carriers are solely responsible for the submission and quality control of their rates. The failure of submissions to actually arrive in the anonymous File Transfer Protocol (FTP) computer at HQMTMC by the designated filing date will result in nonacceptance of the submissions. Carriers/ADP firms are responsible for the selection and actions of their on-line service provider. Carriers are also responsible for any internal company computer security and control/use of issued passwords for access to the FTP computer. HQMTMC may, however, grant carriers/ADP firms one additional opportunity, within 4 working hours after notification by HQMTMC, to submit a new FTP file if the original file fails to process or a complete loss in transmission before the filing deadline is proven.

Item 1903 *Responsive Offers*

Competitive rates submitted under this program will be received from DOD-approved carriers and forwarders. Any and all rates received may be rejected because of unreasonably higher or lower price.

Item 1904 *Responsible Carrier*

A carrier meeting the requirements contained in Appendix AZ (Tender of Service) of the Defense Transportation **Regulation DOD 4500.9-R**.

Item 1905 *Rate Filing Prerequisites*

A carrier will have satisfactorily completed the administrative requirements outlined in Chapter 3, prior to participation in the rate filing cycle. Terms and definitions are contained in Chapter 2.

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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 \$80 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

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filing criteria of \$50 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 refiling 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 \$50 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 \$50 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:

Code 3	\$250
Code 4	\$250
Code 5	\$200
Code 6	\$300
Code T	\$250
Code 7	\$250
Code 8	\$450
Code J	\$250

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.

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Item 1908

Mistake in Rate Filing Procedures

a. **General.** Carriers are afforded the opportunity to review I/F and M/T rates and to provide full and complete evidence in support of allegations of errors in construction and/or submission of rates. In general, mistakes for which relief may be granted include mathematical, clerical, or typographical errors involved in all phases of preparing, transcribing, and submitting rates. **A carrier, however, may not request MIRF relief for errors in judgment or for channels where no rates were originally filed in the initial filing cycle.** Relief for MIRF may be granted only after the carrier has thorough, clear, and convincing evidence establishing the existence of the particular mistake alleged and only under the procedures indicated below.

b. **Rate Filing.** I/F or M/T rates may be filed with HQMTMC prior to the designated dates. Carriers discovering mistakes in rates submitted before the designated date will, if they so desire, add, delete, change, or correct such rates in accordance with Item 1906. The latest FTP submission received on or before the applicable I/F or M/T filing date will prevail as the carrier's rate filing. However, where multiple rates are actually processed, Item 1906c will apply. Where time precludes correcting mistakes before the designated date, or when carriers discover mistakes after the designated date, MIRF procedures will apply.

(1) *HQMTMC Action.* HQMTMC will develop individual ITGBL Carrier Accepted/Rejected Rate Reports as well as a Selected Rate Listing for each carrier. The report contains all I/F rates filed by the carrier while the Selected Rate Listing contains those I/F rates that may be erroneous and are highlighted for careful review for error in computation or transcription by the carrier. Inclusion of rates in this listing does not imply that rates listed are low rates. While many low rates may be listed, the listing also contains a number of rates which may be several levels above the low rates in the hierarchy of rates filed by all carriers for each traffic channel and code of service. This listing has been revised to provide the - or + percentage of the past cycle low rate to facilitate efforts by carriers in the review of all rates contained in the ITGBL Carrier Accepted/Rejected Rate Report. HQMTMC makes no express or implied warranty that the listing contains every possible selected rate worthy of review. Review of all rates is strictly the carrier's responsibility. Both listings are provided to industry per applicable solicitation filing schedules.

(2) *Carrier Action.* Carriers will review their ITGBL Carrier Accepted/Rejected Rate Report for accuracy of all rates submitted, including those rates contained in the Selected Rate Listing. The Selected Rate Listing has been revised to show a - or + percentage of the past cycle low rate. For a Class 1 rate channel, carriers will notify HQMTMC immediately to withdraw the approvals concerned for the entire rate volume for the code(s) of service for the rate area(s) for which the error(s) was made in order to negate the erroneous rates or justify the rate filed. For a Class 2 or 3 rate channel, carriers will take necessary action under MIRF procedures or justify the rate filed. Carriers are responsible for certifying the accuracy of each rate submitted and listed on the report. For carriers having no rate errors, no further action is required. Carriers that discover rate filing errors which apparently meet MIRF criteria and for which relief will be requested, will immediately notify HQMTMC, Domestic & International Rate Branch, telephonically and then submit documentation in support of the error allegation not later than the designated date. Telephonic notification in no way changes the requirements imposed on carriers to support their allegations in writing. When a request for relief is made, and HQMTMC determines that the claimed error(s) has validity, HQMTMC will withdraw the approvals concerned, for the entire rate volume, for the code(s) of service, for the rate area(s), for which the error(s) was made in order to negate the erroneous rates. If HQMTMC determines the claimed error(s) does not have validity, the carrier must continue to render full service. The following evidence must, as a minimum, be included with all allegations of errors in rate levels:

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(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 \$50 M/T maximum filing criteria. M/T Classes 2 and 3 rates which exceed the low rate by more than \$50 will be rejected.

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(d) *Appeals.* Carriers agree by participating in rate filings that HQMTMC's adverse decisions in MIRF actions are final agency decisions for purposes of further appeal to the General Accounting Office.

Item 1909 *Reserved for Future Use*

Item 1910 *Termination of Rates*

- a. **General.** Carriers may cancel rates by submission via the FTP format outlined in Items 1917 and 1918.
- b. **Cancellation Periods.** Accepted Classes 1, 2, and 3 rates will remain in effect for the first 2 months of the rate cycle. Subject to this limitation, cancellations in the prescribed form will be processed in two phases. Each phase has a designated filing date and effective date. The first is 60 days and the second is 90 days.
- c. **MTMC Action.** HQMTMC will verify the submission against the carrier's accepted M/T rates and supply the carrier with a copy of the accepted and rejected rate cancellations. The error codes for rejected cancellations are outlined in Item 1919. Carrier cancellations are accepted as final submissions by HQMTMC. HQMTMC will also distribute the accepted rate cancellations to the affected personal property shipping offices (PPSOs) and the General Services Administration at least 30 days in advance of the effective date. On the effective date, acceptance and distribution of the cancellations will preclude carrier from further participation in the traffic over the respective rate channels and code of service for the duration of the rate cycle.

Item 1911 *Reserved for Future Use*

Item 1912 *Basic Preparation for SFRs*

- a. All rates submissions must be prepared in accordance with the format prescribed in Appendix 19A of this chapter and instructions herein. Submissions must be in accordance with established rate filing schedules provided in rate solicitation letters.
- b. All rates will be expressed in U.S. dollars (\$) and cents.
- c. A carrier can submit ONLY ONE RATE TRANSACTION for a single ORIGIN to DESTINATION COMBINATION. HQMTMC will not be responsible for transactions resulting in duplicate rate submissions. It is the responsibility of the carrier to ensure only one transaction per single origin/destination combination is submitted.
- d. Each rate cycle will be exclusive of prior cycles. Rates are not carried forward from past cycles to the current cycle.
- e. All rates are filed by rate class:
 - (1) Class 1 - Must be filed during the I/F.
 - (2) Class 2 - Rates must be filed during the I/F to participate in the M/T filing. Carrier may refile during the M/T to either meet the low rate or file a rate between the low rate and the carrier's I/F rate, but within the maximum filing criterion.
 - (3) Class 3 - Rates must be filed during the I/F to participate in the M/T filing. Carriers may refile during the M/T to meet the low rate or to establish a rate above the low rate, but within the maximum filing criterion.

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f. Rate fields will be left blank (spaces, not zeroes) when it is intended that no rates are to be filed.

g. Applicable solicitation letters provide a listing which contains the origin to destination standard point location code (SPLC) name and the type of service control for each channel. It is suggested that this listing be used to edit and validate your rate submission prior to forwarding to HQMTMC.

Item 1913

FTP Rate Submission for SFRs

The following fields of information must be furnished as applicable in your rate submission. The record size is 80 character positions.

RECORD
POSITION:

DESCRIPTION AND INSTRUCTIONS:

1-3

DOCUMENT IDENTIFIER (DOC ID):

- (1) Must be a "T"
- (2) Leave Blank*
- (3) First digit of Filing Cycle "I,M"

EXAMPLE: T I - indicates "T" ITGBL
Blank
"I" Initial Filing Cycle

T M - indicates "M" Me-Too Filing Cycle

4-7

CARRIER CODE: The unique Standard Carrier Alpha Code (SCAC) assigned to each ITGBL-approved Carrier.

8-16

ORIGIN SPLC - Origin Standard Point Location Code. The SPLC is structured to facilitate the filing of rates on an AREA to AREA, POINT to POINT, or combination of either. The SPLC structure identifies a country, region, and point within the country.

EXAMPLE: US13 - represents the state of Vermont
GE - represents the country of Germany

Code must be left justified and positions not used must be blanks.

See Channel Control Listing for authorized origin to destination SPLC.

17-25

DESTINATION SPLC - Destination Standard Point Location Code.

Use the same logic/method as outlined for coding origin positions.

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NOTE: Rates must contain 5 numeric characters. EXAMPLE: A rate under \$100 must be preceded by a leading zero, thus \$61.30 must be entered as 06130.

26-30	Rate for Type Service "J"
31-35	Rate for Type Service "T"
36-40	Rate for Type Service "3"
41-45	Rate for Type Service "4"
46-50	Rate for Type Service "5"
51-55	Rate for Type Service "6"
56-60	Rate for Type Service "7"
61-65	Rate for Type Service "8"
66-80	Blanks/Filler

Item 1914 *Carrier Low Five Rate File*

At the conclusion of the processing of the I/F, a file containing the established low rates for Classes 1, 2, and 3 is produced for the carrier industry in the format and specifications as outlined in this chapter. The file also contains the next four low rates and SCAC codes of the carriers establishing these rates.

Item 1915 *Reserved for Future Use*

Item 1916 *Error Description Codes*

Information shown on the ITGBL Carrier Error Listing and outlined below defines the submission of erroneous rates or records rejected by the system. Records rejected due to error will have the alpha-error description or numeric error code indicated. Rejections are not correctable except as stated elsewhere in these instructions.

a. Error Descriptions (DESC):

<u>ERROR</u> <u>DESC</u>	<u>DESCRIPTION</u>
DUP	DUPLICATE RECORDS: Duplicate records submitted on this filing; only one was accepted.
DOCID	DOCUMENT IDENTIFICATION: This error condition occurs when the instructions for filing the rates is not followed. All submissions with DOCID error will stop further edit of the rates.

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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:

<u>ERROR</u>	<u>DESCRIPTION</u>
<u>DESC</u>	
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 + \$80.00 or low rate x 2 (whichever is less) = Max Level
 Rate greater than Max Level = Error
 Error = Rate removed from system

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31-35	Cancel rate for Code of Service "T" -- zero filled
36-40	Cancel rate for Code of Service "3" -- zero filled
41-45	Cancel rate for Code of Service "4" -- zero filled
46-50	Cancel rate for Code of Service "5" -- zero filled
51-55	Cancel rate for Code of Service "6" -- zero filled
56-60	Cancel rate for Code of Service "7" -- zero filled
61-65	Cancel rate for Code of Service "8" -- zero filled
66-80	Blanks/Fillers

Item 1919 *Cancellation Error Codes*

Rejected cancellations will be shown on the carrier's notice with an error code which describes the reason for rejection.

<u>ERROR CODE</u>	<u>DESCRIPTION</u>
1	No rate on file for that code of service in that O/D combination
2	Rate cancelled in previous cycle
3	Invalid O/D combination or no rates on file in any code of service for that O/D combination
4	Invalid cancellation cycle
xxxxx	Invalid carrier code for this filing cycle

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RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1-Apr-98
2. ID		3. TITLE			
		ITGBL RATE SYSTEM ---- FTP I/F & M/T Input Format			
4. DESCRIPTION				5. LENGTH	
- ASCII Format				80 Chars	
- Files must be submitted using appropriate naming convention				6. SECLAS/PRIV	
- Files must be compressed using gzip				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-3	1	DOCUMENT INDENTIFIER Txx Pos 1 Must be a "T" Pos 2 Leave Blank Pos 3 "I" /F Cycle; "M" M/T Cycle	AN	3	1
4-7	5	Standard Carrier Alpha Code "SCAC"	A	4	2
8-16	6	Origin SPLC	AN		3
17-25	7	Destination SPLC	AN		3
26-30	8	Rate for Type Service "J"	N	5	4
31-35	9	Rate for Type Service "T"	N	5	4
36-40	10	Rate for Type Service "3"	N	5	4
41-45	11	Rate for Type Service "4"	N	5	4
46-50	12	Rate for Type Service "5"	N	5	4
51-55	13	Rate for Type Service "6"	N	5	4
56-60	14	Rate for Type Service "7"	N	5	4
61-65	15	Rate for Type Service "8"	N	5	4
66-80	16	Blanks/Filler		15	
<p>1 - AN represents combination of Alpha (letter) numeric characters. The 3 represents the length of the field. (Number of positions required to complete data field)</p> <p>2 - A represents the field will consist of all (4) alpha characters.</p> <p>3 - Left Justify - field begins at left and positions not used must be blanks (spaces, not zeros).</p> <p>4 - N represents the field will consist of all numeric characters. Rates under \$100 must be preceded by a leading zero, thus \$61.30 must be entered as 06130</p>					

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RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1 APR 98
2. ID		3. TITLE			
		ITGBL Me-Too Master			
4. DESCRIPTION				5. LENGTH	
- ASCII Format				96 Chars	
				6. SECLAS/PRIV	
				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-4	1	Std Carrier Alpha Code "SCAC"	A	4	M-SCAC
5-13	2	Origin SPLC	AN	9	M-O-SPLC
14-22	3	Destination SPLC	AN	9	M-D-SPLC
23-27	4	ORIGIN NAME	A	5	M-O-NME
28-32	5	DESTINATION NAME	A	5	M-D-NME
33	6	Rate "J" Class	N	1	M-CLASS-J
34	7	Rate "J" Low Rate Indic	N	1	M-LRI-J
35-39	8	Rate "J"	N	5	M-RATE-J
40	9	Rate "T" Class	N	1	M-CLASS-T
41	10	Rate "T" Low Rate Indic	N	1	M-LRI-T
42-46	11	Rate "T"	N	5	M-RATE-T
47	12	Rate "3" Class	N	1	M-CLASS-3
48	13	Rate "3" Low Rate Indic	N	1	M-LRI-3
49-53	14	Rate "3"	N	5	M-RATE-3
54	15	Rate "4" Class	N	1	M-CLASS-4
55	16	Rate "4" Low Rate Indic	N	1	M-LRI-4
56-60	17	Rate "4"	N	5	M-RATE-4
61	18	Rate "5" Class	N	1	M-CLASS-5
62	19	Rate "5" Low Rate Indic	N	1	M-LRI-5
63-67	20	Rate "5"	N	5	M-RATE-5
68	21	Rate "6" Class	N	1	M-CLASS-6
69	22	Rate "6" Low Rate Indic	N	1	M-LRI-6
70-74	23	Rate "6"	N	5	M-RATE-6
75	24	Rate "7" Class	N	1	M-CLASS-7
76	25	Rate "7" Low Rate Indic	N	1	M-LRI-7
77-81	26	Rate "7"	N	5	M-RATE-7
82	27	Rate "8" Class	N	1	M-CLASS-8
83	28	Rate "8" Low Rate Indic	N	1	M-LRI-8
84-88	29	Rate "8"	N	5	M-RATE-8
89-96	30	Filler		8	

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RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1 APR 98
2. ID		3. TITLE			
		ITGBL Low Five Carriers			
4. DESCRIPTION - ASCII Format				5. LENGTH	
				80 Chars	
				6. SECLAS/PRIV	
				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1	1	Class	AN	1	
2	2	Type Service	A	1	
3-11	3	Origin SPLC	AN	9	
12-20	4	Destination SPLC	AN	9	
21-25	5	Origin Name	AN	5	
26-30	6	Destination SPLC	AN	5	
31-35	7	Rate	N	5	
36-39	8	Standard Carrier Alpha Code "SCAC"	A	4	
40-80	9	Blanks/Filler		41	

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RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1 APR 98
2. ID		3. TITLE			
		ITGBL Channel Control File			
4. DESCRIPTION - ASCII Format				5. LENGTH	
				48 Chars	
				6. SECLAS/PRIV	
				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
01-09	1	Origin SPLC	AN	09	L-ORG-SPLC
10-18	2	Destination SPLC	AN	09	L-DES-SPLC
19-28	3	Origin Name (abbreviation)	AN	05	L-ORG-NME
29-38	4	Destination Name (abbreviation)	AN	05	L-DES-NME
39	5	Type of Service "J", Rate CLASS*	AN	01	L-CLASS-J
40	6	Type of Service "T", Rate CLASS*	AN	01	L-CLASS-T
41	7	Type of Service "3", Rate CLASS*	AN	01	L-CLASS-3
42	8	Type of Service "4", Rate CLASS*	AN	01	L-CLASS-4
43	9	Type of Service "5", Rate CLASS*	AN	01	L-CLASS-5
44	10	Type of Service "6", Rate CLASS*	AN	01	L-CLASS-6
45	11	Type of Service "7", Rate CLASS*	AN	01	L-CLASS-7
46	12	Type of Service "8", Rate CLASS*	AN	01	L-CLASS-8
47-48	13	Blanks/Filler		2	
		<p>CLASS: X, 1, 2, or 3 X = closed for rates 1 = then open for class 1 rates 2 = then open for class 2 rates 3 = then open for class 3 rates</p>			

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION

RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1 APR 98
2. ID		3. TITLE			
		ITGBL Carriers Rate Cancellation Input Format			
4. DESCRIPTION				5. LENGTH	
- ASCII Format				80 Chars	
- Files must be submitted using appropriate naming conventions				6. SECLAS/PRIV	
- Files must be compressed using gzip				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-3	1	DOCUMENT IDENTIFIER Dxx Pos 1 must be a "D" Pos 2 must be 1st digit of Vol Number Pos 3 must be a Cycle Number	AN	3	Pos 1 = "D" Pos 2 = Vol Nr Pos 3 = Cy Nr
4-7	2	Standard Carrier Alpha Code "SCAC"	A	4	
8-16	3	Origin SPLC	AN	9	
17-25	4	Destination SPLC	AN	9	
26-30	5	Cancel Rate for Type Svc "J"	N	5	Value = 00000
31-35	6	Cancel Rate for Type Svc "T"	N	5	Value = 00000
36-40	7	Cancel Rate for Type Svc "3"	N	5	Value = 00000
41-45	8	Cancel Rate for Type Svc "4"	N	5	Value = 00000
46-50	9	Cancel Rate for Type Svc "5"	N	5	Value = 00000
51-55	10	Cancel Rate for Type Svc "6"	N	5	Value = 00000
56-60	11	Cancel Rate for Type Svc "7"	N	5	Value = 00000
61-65	12	Cancel Rate for Type Svc "8"	N	5	Value = 00000
66-80	14	Blanks/Filler		15	
CLASS:					
AN represents a combination of Alpha (letter) and numeric character.					
A represents the field will consist of all alpha characters.					
N represents the field will consist of all numeric characters. Rates under \$100 must be preceded by a leading zero, thus \$61.30 must be entered as 06130					

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION

RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1 APR 98
2. ID		3. TITLE			
		ITGBL Cancellation Master			
4. DESCRIPTION				5. LENGTH	
- ASCII Format				116 Chars	
				6. SECLAS/PRIV	
				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1-4		STD CARRIER ALPHA CODE "SCAC"	AN	4	
5-13		ORIGIN SPLC	AN	9	
14-22		DESTINATION SPLC	AN	9	
23-27		ORIGIN NAME CODE	AN	5	
28-32		DESTINATION NAME CODE	AN	5	
33-35		ORIGIN CONTROL AREA (OCA)	AN	3	
36-38		DESTINATION	AN	3	
39-42		VOLUME NUMBER	N	4	
43-50		CYCLE SET NO 1 - J		8	
43		- CYCLE NUMBER 0, 1, 2	N	1	
44		- CLASS NO - 1, 2, 3	AN	1	
45		- INDICATOR - LOW RATE	N	1	
46-50		- RATE	N	5	999V99
51-58		CYCLE SET NO. 2 - T		8	
59-66		CYCLE SET NO. 3 - 3		8	
67-74		CYCLE SET NO. 4 - 4		8	
75-82		CYCLE SET NO. 5 - 5		8	
83-90		CYCLE SET NO. 6 - 6		8	
91-98		CYCLE SET NO. 7 - 7		8	
99-106		CYCLE SET NO. 8 - 8		8	
107-116		Blanks/Filler		10	

INTERNATIONAL PERSONAL PROPERTY RATE SOLICITATION

RECORD SPECIFICATION					1. DATE
For use of this form, see TB 1B-111; the proponent agency is DCSOPS					1 APR 98
2. ID		3. TITLE			
		ITGBL Tonnage Estimate File			
4. DESCRIPTION - ASCII Format				5. LENGTH	
				50 Chars	
				6. SECLAS/PRIV	
				Unclassified	
7. POSITION	8. FIELD	9. FIELD TITLES	10. CLASS	11. LENGTH	12. REMARKS
1	1	TP-MOT-GROUP 1 = HHG (MOT 3, 4, 5, 6, T) 2 = BAG (MOT 7, 8, J)	N	1	*
2	2	TP-CHANNEL 1 = OSEA TO CONUS 2 = CONUS TO OSEA 3 = INTRATHEATER 4 = INTERTHEATER	N	1	*
3-11	3	TP-KEY1 ORIG WHEN PAGESIDE IS 1 DEST WHEN PAGESIDE IS 2	AN	9	
12	4	TP-PAGESIDE 1 = LEFT SIDE OF PAGE 2 = RIGHT SIDE OF PAGE	N	1	*
13-17	5	TP-ABBR1 (FOR KEY1)	AN	5	
18-26	6	TP-KEY2	AN	9	
27-31	7	TP-ABBR2 (FOR KEY2)	AN	5	
32-37	8	TP-NUMB-SHIP	N	6	
38-47	9	TP-HUNDREDWEIGHT	N	10	
48-50	10	TP-PCTG		3	
* IGNORE FIELDS					