

SUMMARY OF CHANGES

AMENDMENT 4

EFFECTIVE 1 OCTOBER 00

1. Chapter 4 – Terms, Conditions, and Rules

Item 431c(1)(a) – Change in telephone and facsimile number for AMC

2. Chapter 5 – Schedule of Rates and Charges

Item 532 – Change of intransit visibility service procedures.

Chapter 11 – Code J Unaccompanied Baggage

Item 1103 – Compliance with 2D bar coding requirement date has changed to 1 March 2001.

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4. Supplemental charge for ocean freight as stated on the ocean freight bill and computed in accordance with the measurement rule stated in tariff governing the rate:

450 cubic feet at 9 cents per cubic foot = \$ 40.50

5. Total charges due ITGBL carrier: \$1,000.50

c. When it is determined use of a vessel or aircraft of United States registry will not provide the required service, the ITGBL carrier will request permission to use foreign flag vessel/aircraft prior to start of movement as follows:

(1) **Air shipments:**

(a) Request permission from Headquarters, Air Mobility Command (AMC), ATTN: **DOYAB**, Scott AFB, IL 62225-5001, commercial telephone **(618) 229-4791**, facsimile commercial **(618) 256-8316**, to use aircraft of foreign registry when I determine the use of an air carrier of U.S. registry is not available and I have fully complied with provisions of the Fly American Act. If any segment of the intended routing involves use of a foreign flag carrier, a justification certificate with a valid AMC control number is required, and approval will be obtained prior to booking of shipment with air carrier. Request for authorization to use a foreign flag carrier will be accomplished and submitted to HQ AMC by electrical means (message or facsimile) within but not more than 10 calendar days of pickup, but, in any case, no later than 2 full working days prior to booking of shipment with the foreign flag carrier. The electronic transmission will consist of the following: Justification Certificate for Use of Foreign Flag Carrier (as illustrated) and a copy of the personal property Government bill of lading (PPGBL) for shipments to or from controlled rate areas. Upon review and concurrence/nonconcurrence, HQ AMC will respond by similar electronic means to the carrier within 2 full working days of the receipt of the carrier's request.

(b) AMC Routing Policy. The following principles shall be followed in determining the availability of U.S. flag air carriers: The first or last leg from and to the U.S. shall be by a U.S. flag carrier. U.S. flag air carrier service available at the point of origin shall be used to destination or, in the absence of direct or through service, to the furthest point on a commonly used air route. When an origin or interchange point is not serviced by a U.S. air carrier, foreign flag air carrier service shall be used only to the nearest interchange point on a commonly used air route to connect with U.S.-flag air carrier service.

(2) **Surface shipments:**

(a) U.S.-flag vessels participating in the Voluntary Intermodal Sealift Agreement (VISA) will receive preference over other vessels. See Item 106 for the prioritized order for utilization of commercial sealift capacity to meet DOD peacetime and contingency requirements.

(b) Request permission from the appropriate Joint Traffic Management Office (JTMO)-designated Contracting Officer's Representative (COR) responsible for the surface port of embarkation (SPOE) to use a vessel of foreign registry when I determine the use of a vessel of U.S. registry will not provide the required service. The requirement for use of U.S.-flag vessels applies to shipments to, from, and between overseas ports. Use of foreign flag vessels is not authorized when the ITGBL HHG carrier, for its convenience, selects a port of loading where ocean transportation is available only by foreign flag vessel in lieu of a port customarily served by U.S.-flag vessels. Therefore, when a carrier, for its convenience, elects to use a port not normally serviced by U.S.-flag vessels, the certificate for use of a foreign flag vessel from that port will not be signed. It is understood by the carrier the selection of such a port is at its risk should it

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become necessary to divert the shipment to a port providing U.S.-flag vessel service. The movement of cargo partly by U.S.-flag vessel and partly by foreign flag feeder vessel will not be approved when a U.S.-flag vessel is available to transport HHG to their destination. Carrier's agents may, if authorized in writing by the carrier, make the submission on behalf of the carrier. JTMO-designated CORs will furnish advice to ITGBL HHG carriers as to the general availability of U.S.-flag vessels between specified origin and destination places when requested. If any segment of the intended routing involves use of a foreign flag vessel, a justification certification with a valid JTMO control number is required, and approval will be obtained prior to booking of shipment with the ocean carrier. The request for authorization to use a foreign flag carrier will be accomplished and submitted to the appropriate JTMO-designated COR by electronic means (message or facsimile) within but not more than 10 calendar days following the date of pickup but, in any case, not less than 2 working days prior to booking cargo with a vessel operating common carrier (VOCC). Carriers will submit the required certificate to the JTMO-designated COR with responsibility over the anticipated SPOE (listed below). If certificate is submitted in an untimely fashion, JTMO-designated CORs will normally not sign the certificate and the original unsigned certificate will be returned to the carrier. Consideration of an untimely filed certificate will be at the discretion of the JTMO-HQMTMC reviewing official. No late filing will be considered unless carrier fully documents all extenuating circumstances preventing timely filing of the certificate and such circumstances are deemed substantive cause for late filing by JTMO-HQMTMC reviewing official. Any subsequent reconsideration of such certificate will be by MTMC. In all instances, JTMO-designated CORs will respond within 2 full working days of receipt of carrier certificate. Limited attempts may be made by JTMO-designated CORs within that time frame to resolve minor factual omissions or clarify supporting information. Response to carrier will be by the most expeditious means available, preferably electronic transmission (facsimile, electronic mail, etc.).

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d. To substantiate the ports utilized, the carrier will submit, with his billing, any one of the following documents designating such ports:

- (1) Thru Government bill of lading
- (2) Ocean freight bill
- (3) Port agent invoice
- (4) Underlying linehaul carrier bill of lading
- (5) Certificate issued by a PPSO or terminal officer showing the Ocean/Aerial Port used

Item 530 [LHS]

Linehaul Rate Tables

The following tables will be used for delivery in/out of SIT, diversions, terminations, alternate ports, etc. Break point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

Schedule A (Alaska, diversion only)	HHG CONUS, Hawaii, and
Schedule B	HHG Overseas Linehaul Rates
Schedule C	UB CONUS and Hawaii
Schedule D	UB Overseas Germany
Schedule E Hawaii, and Alaska	UB Overseas except Germany,
Schedule F	UB Alaska

Item 531 [WRC]

Partial Delivery Weighing

(531A) - Partial delivery weighing

Billing Note: Item 440, partial withdrawal (weighing), will also be billed using Item 531. The carrier must provide the weight of the portion withdrawn.

Weight determination for partial delivery from SIT must be accomplished by the use of either truck or platform scales. A weighing fee of \$50.00 (531A) will apply. Weight tickets must accompany billings.

Item 532 [ITV]

Intransit Visibility Service

(532A) - Intransit visibility

When requested on the GBL (intransit visibility required), carrier will provide intransit visibility services (ITV) on a specified shipment or series of shipments. ITV service is defined as monitoring and Reporting movement progress of shipment(s) through various transit points. Reports are to be submitted to

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the requesting activity, with an info copy furnished to **the appropriate MTMC area command** containing the following information PPGBL number; members last name; first name, and middle initial; SSN; rank/pay grade; branch of service; destination GBLOC; code of service; carrier SCAC; RDD; pieces; weight; and cube. Payment for ITV service is a flat fee of \$30.00 (532A) per shipment request. This service may be billed on a SF 1113 to the appropriate finance office

Item 533 [HHG] ***Shipment Charge on HHG Arriving/Departing Portugal (PO)***

(533A) - Shipment charge - Portugal

Billing Note: Item 438 of the MTMC International Rate Solicitation refers billing procedures to Item 533.

A charge of \$35.25 (533A) will be assessed on HHG shipments that arrive in seavans belonging to several owners and the shipments are represented by two or more carrier agents. (See Item 438.)

Item 534 [SEE] ***Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse***

(534A) - Excess distance carry

Billing Note: Long carry from/to residence may be approved by the local transportation office due to construction or other safety factors which prevents normal carry access to the residence. Long carry involving a mini-storage warehouse will be billed using subitem 534A if a pickup or delivery involves carries of more than 75 feet between the carrier's vehicle and the entrance to the facility. Approval must be granted prior to performing these services.

See Item 432b(5) for application of charges.

See Item 500 for the CONUS geographical application of rate schedules below. Schedule C below is to be applied for all overseas areas.

RATES
In dollars and cents
SCHEDULES

	A	B	C	D
CWT	.50	.60	.75	1.05 (534A)

WHEN SERVICE IS PERFORMED IN NEW YORK CITY AND THE COUNTIES OF NASSAU, SUFFOLK, WESTCHESTER, DUTCHESS, ORANGE, PUTNAM, AND ROCKLAND, NEW YORK	25.75	34.60
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WHEN SERVICE IS PERFORMED AT ALL OTHER POINTS WITHIN CONUS	12.10	17.15
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e. WHEN SERVICE FOR BOTH HHG AND UB IS PERFORMED AT ALL POINTS OUTSIDE CONUS, EXCEPT Germany, Belgium, Netherlands, Alaska and Hawaiian Islands of Hawaii and Oahu. (For rates within Germany, Belgium, Netherlands, and Hawaiian Islands of Hawaii and Oahu, see below; for rates within Alaska, see separate rates and provisions in this item	11.90	17.85
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Item 1103

Military Shipment Label, DD Form 1387

Origin agents are responsible for preparing and attaching the DD Form 1387 (Military Shipping Label) in accordance with Military Standard Transportation and Movement Procedures (MILSTAMP, DOD 4500 32-R), or the Defense Transportation Regulation (DTR, 4500.9R), including the requirement for linear and two dimensional (2D0 bar coding. The 2D bar code will be in accordance with Materials Handling Standard MH10.8.2. Compliance with 2D bar coding will be required by **1 March 2001**, on each piece of baggage. The RPDD will be included on the DD Form 1387 along with other required shipping information.

Item 1104

Movement from CONUS to Overseas

a. CONUS Port Agent Responsibilities:

(1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Port agents will build pallets by channel IAW RPDD and deliver to the origin AMC air terminal on the RPDD specified on the GBL and Military Shipping Label.

(2) United Kingdom: Port agents palletizing Code J shipments for the United Kingdom must ensure the DD Form 1434 (United Kingdom Customs Form) accompanies each shipment when turned over to the AMC aerial terminal at Dover AFB, DE. Prior to delivery to the air terminal, the DD Forms 1434 for all shipments on each Code J pallet will be consolidated and placed in a single envelope and attached to the short side of the pallet. ITGBL carriers are responsible for ensuring port agents are aware of this requirement.

b. TCMD Requirements:

(1) General: Carriers can mix military services' UB on the same TCMD and pallet; however, particular attention must be devoted to accurately listing the military services' Transportation Account Code (TAC) and the correct Transportation Control Number (TCN) for each baggage shipment on the computer diskette(s) provided to the AMC air terminal in a format capable of interfacing with current transportation automated information systems. This information is found on the GBL.

(2) Preparation of the TCMD Cards for Pallet Loads: On pallet loads, carriers/port agents will prepare a pallet header record for each pallet and a prime TCMD and trailer card for each shipment on the pallet (see Tables 1, 2, and 3).

(3) Preparation of the TCMD for Individual Shipments: These instructions apply when there is insufficient volume to consolidate by channel and RPDD. Carriers will prepare a prime TCMD and trailer cards for each shipment. A pallet header record is not required (see Tables 2 and 3).

(4) Instructions on Constructing a Carrier Reference Information (CRI) Number: Each carrier will construct a CRI for each pallet. The CRI will be inserted in card columns 30-46 of the pallet TCMD card. The CRI will include 00, carrier code, julian date TCMD prepared, L (stands for 463L pallet), carrier pallet ID number (number assigned by the carrier for pallet identification), and PCG.

Example: OO ABCD4180L 001 PCG