

GSA Transportation Service Providers Partnership Meeting
Crystal Mall 3 – Conference Room C-43
March 22, 2006

Meeting Facilitator – Raymond Price, Transportation Programs Branch, Travel and Transportation Management Division

Mr. Price opened the meeting and welcomed the attendees. This semi-annual meeting is held to provide an open platform for Transportation Service Providers (TSPs) to discuss and raise their concerns as they relate to the GSA freight and household goods programs. TSPs are encouraged to submit topic discussions, take ownership, and actively participate.

Policy Updates – Ted Bembenek GSA office of Governmentwide Policy (OGP)

Mr. Bembenek's [presentation](#) included an overview of projects that he is working on at OGP and the overview is included as part of the minutes. The government spent \$24.8 billion dollars for the movement of government freight in 2005, 7.28 billion (29%) of this total was for spending by the civilian agencies. Federal Acquisition Regulations (FAR) procurement activity occurs outside of the normal transportation process and is not captured as part of the Object Class 22 which identifies Transportation of Things.

Projects Mr. Bembenek addressed were:

- The hardcopy SF 1113, Public Voucher for Transportation Charges and its memorandum copy are being eliminated. GSA published a [Proposed Rule](#) in the March 14, 2006 Federal Register requesting comments by May 15, 2006. The initial Proposed Rule and the March 23, 2006 [Correction Notice](#) are attached.
- Obligating Authority for Transportation Managers – This initiative is still in the approval process
- Data Standards and Reporting – This proposal will be published as a final rule and the group will be notified upon publication.

TMSS Updates – Noreen Bania GSA Office of the Chief Information Officer

Noreen addressed the following issues:

- Automatic Rate Filing Extension. TSPs would like TMSS to automatically maintain their current rates without having to go into the system and change at least one record during the initial filing window.

Response: The programmers have this item captured as an enhancement to TMSS. Currently, Noreen and her team are working on the Pre-Payment Audit (PPA) module and all enhancements have been put on hold until completion of PPA.

- Universal Change Button for International Rate filing: This proposed change would make international rate filing easier. The requester would like to see a "Universal Change" button. For example, international rate filings could have a button that would allow Belgium to all CONUS points + 5, Belgium to VA + 5, etc.

Response: The programmers have this item captured as an enhancement to TMSS. They are working on the Pre-Payment Audit module and all enhancements have been put on hold until completion of the PPA.

- Access to Rates After Rate Filing: TSPs submitting this request want more time to review rates and make sure rates are correct.

Response: There was a discussion concerning this issue during the meeting and Mark Greene from Arpin was asked to send an e-mail better detailing the issue. It will be captured as an enhancement to TMSS and be considered for implementation upon completion of the PPA Module.

- Van Line Agent Identifier – Van lines have requested two enhancements within TMSS to identify their agents.

Response: Currently, there are two enhancements captured regarding the van line agents and how TMSS currently identifies them. One of the enhancements will add the van line's agent number to the information captured by TMSS. The other involves allowing the shipper to add the agent information and thereby improving e-mail communication between the van line and agent. These enhancements cannot be implemented until completion of the PPA Module.

General Updates/Issues– Brian Kellhofer, Kansas City Program Management Office

400N Adoption - Brian told the group that GSA is considering a change to the Government Tariff 415-G. The new tariff would not be the 400N but some modification where elements of the 415-G would remain and others in the 400N would be adopted. The Federal agencies will keep the ability to make exceptions. The 400N services under the 400N are bundled in the same fashion as commercial traffic. This review process is in the preliminary stages and GSA will work with agencies, TSPs, and AMSA as this moves forward. The group will be kept abreast as additional information is available.

Third Party Crating Issues – Household Goods TSPs are using third party vendors and specialty carriers as TSPs are required to transport items such as plasma televisions and front load washers and dryers. Specialty carriers are used to build boxes and crates as many TSPs no longer provide this service in-house. GSA will review to see if there is a need to make changes to the tariff to accommodate the increased requests. Any recommended change will be coordinated with the TSPs and the agencies.

War Risk Surcharge – After the tragic events of September 11, 2001, some shipping companies began imposing extra fees to transport commodities to some destinations. Initially, these fees were placed against shipping containers. Often times these assessments were initiated by the insurance provider. Some carriers are assessing war risks today primarily against international shipments. Any TSP requesting "War Risk" claims must submit full documentation to the agency's payment office. GSA will monitor this issue and share additional information with the group as it becomes available.

POV Transit Times – Some TSPs can not meet POV transit times because the required time frames are too short. The current transit times are one-half the time of the Department of Defense. TSPs have difficult meeting the requirements especially to off-shore points. Four TSPs raised this issue. This issue was addressed at the Federal Civilian Agencies Freight and Household Goods Relocation Committee meeting. The group voted to maintain the current transit times.

Electronic 3080 – GSA and TSPs would like to see an increase in the number of returned Carrier Evaluation Reports (3080s) especially for international shipments. Brian is developing an electronic 3080 to be completed by the relocating employee and the responsible transportation officer for both domestic and international shipments. Once the form is completed, it will be sent to the Kansas City Program Office electronic mailbox. TMSS will have an electronic 3080 at some future date.

International Program Change – Several countries were added to the international program destinations. At the State Department's request, GSA will be adding additional countries to CHAMP, effective November 1, 2006. When finalized, GSA will notify all international approved TSPs of this update and give them an opportunity to add countries to their approved scope of operations.

Move Management Services – The proper completion of the bill of lading when using move management services needs clarifying. This issue continues to be raised. When using CHAMP MMS, the bill of lading is made out to the MMS provider using the MMS providers' Tender number.

General Updates/Issues– Kim Chancellor, Kansas City Program Management Office

Freight RFO – The initial freight rate filing window opened on March 8, 2006, and closes on April 5, 2006. Rates are effective May 1, 2006. TSPs may file, add, or change rates during this time. The RFO is posted on GSA portal at www.gsa.gov/transportation

Changes to the Freight RFO:

- Rate offers are no longer being accepted for US Postal Service
- The Fire Suppression tender now includes expedited service
- The US Mint tender has modified the insurance requirements for its alternating rates

Household Goods RFO – The supplemental rate filing window opened on February 14, 2006 and closes on March 29, 2006. Rates are effective May 1, 2006. TSPs may file, add, or change rates during this time. The RFO is posted at the GSA portal at www.gsa.gov/transportation.

Changes to the HHG RFO:

- The Data Universal Numbering System (DUNS) number is being added to the rate record field and will become effective November 1, 2006.
- A two percent general rate adjustment will be added to domestic tables effective May 1, 2006. Federal agencies have agreed to the rate increase.

415-G Tariff Fuel Adjustment Rate Table

AMSA has approved a new fuel adjustment rate table to become effective May 1, 2006. GSA has taken exception to the table and the current table will be used for shipments occurring after May 1, 2006. Any modifications to the fuel surcharge are anticipated to become effective November 1, 2006.

Tariff 415-G Reduction in Fuel Surcharge

The Household Goods Carriers' Bureau Committee sent a [letter](#) to Ed Hodges, GSA Kansas City Program Management Office explaining its recent vote to reduce the fuel surcharge and amend the fuel surcharge matrix in view of the high cost of fuel. The proposal provides a slight decrease in shipment costs to federal agencies. This issue was raised with the agencies at their meeting and comments should be sent to Kim Chancellor by April 10th at kim.chancellor@gsa.gov. As information, the fuel surcharge is already approved and in the tariff.

Tariff 415-G 3.5 Percent General Increase

The Household Goods Carriers' Bureau Committee is proposing a 3.5 percent general rate increase to recoup potential lost fuel surcharge revenue. This proposal is coupled with the Reduction in Fuel Surcharge stated in the previous paragraph.

Public Docket 4-VAR-06 (Bulletin No. 3, dated March 6, 2006)

This docket amends the weight additives to establish an additional classification for mattresses made of memory foam which is currently covered by Item 130 in the 415-G and 400N tariffs. The proposal would state mattresses, any size, constructed totally or partially of memory foam (excluding mattress "toppers" constructed of memory foam) are subject to a weight additive of 700 pounds.

Government Relocation Advisory Board (GRAB) – Mary Anne Sykes, Transportation Programs Office

GSA is moving forward with 110 recommendations that were a result of the GRAB. GRAB's mission was to review current federal policies and recommend ways to streamline federal relocations while improving agencies ability to monitor and manage the relocation process. The Executive Relocation Steering Committee (ERSC) grew out of that mission. ERSC has three work groups: Data, Human Capital, and Resource Center currently reviewing the GRAB recommendations.

GSA received two GRAB related questions for this meeting:

- Is the number of days in which a TSP is required to submit an invoice changing?
No
- Is the number of days allowed for temporary storage changing? The Board recommended that GSA allow temporary storage in connection with household goods shipments in accordance to the following table:

Origin	Destination	Initial Storage	Extension	Maximum Storage Time
CONUS	CONUS	60 days	00 days	60 days
CONUS	OCONUS	90 days	90 days	180 days
OCONUS	OCONUS	90 days	90 days	180 days
OCONUS	CONUS	90 days	90 days	180 days

ERSC is still working this issue and final resolution hasn't been determined.

Open Forum/Questions:

Question: What is the status of the Federal Register Notice on depot shipments?

Response: Susan May stated that GSA is moving forward to have TSPs submit the transaction fee for depot shipments. There are other issues involved and GSA is working to finalize those issues. GSA will be submitting its formal response soon.

The next meeting is tentatively scheduled for Wednesday, November 2, 2006.

Meeting participants:

<u>NAME</u>	<u>COMPANY</u>
Jim Essick	A. Duie Pyle Companies
Kristin McLennan	A. Duie Pyle Companies
Robert Nease	Able Moving and Storage
Susan Harbison	Ace Relocation Inc
NickTravelstead	Advance Relocation Systems
Arthur Ponack	Airgroup
Janice Luchan	Allegiant
Scott Michael	AMSA
Mark Greene	Arpin International Group
Stephen Hollingsworth	Atlas
Harry Ponack	Bekins
Al Guest	Berger
Janice McElhane	Berger Management Solutions
Gary Grund	Budd Van Lines
Jim Flaherty	Chipman
Lee Smith	Chipman Corporation
A. Rudy Ohtersen	Chipman Relocation
Mike Bailey	CrossRoad Carriers
Richard Colwell	Federal Moving & Storage
James Davidson	GMD Solutions, Inc
Jim Davidson	Gmosinc
Craig Carver	Graebel Companies
Charles White	HHGFAA
Douglas Barnett	Hilldrup
Michael Berry	Hilldrup
Kathy Carr	Interstate
LaVerne Sims	Interstate
Agatha Milne	Joe Moholland/Mayflower
Maria Kennedy	Joe Moholland/Mayflower
Greg Calvert	Kloke Group
Heather Pound	Landstar
Gerald Wright	Mayflower Transit
Jenetia Nelson	Mayflower Transit
Jerry Rains	Mayflower Transit
Edward Fleming	Mighty Moving Storage Logistics
Michael Moran	Old Dominion Freight Line
Harry F. Geib III	Overnite Transportation Company
Thomas Swartz	Overnite Transportation Company
John Ryan	RE/MAX
Steven Garth	Roadway Express
Paul Dixon	South Hills Movers
Steve Starck	Starck Van Lines Inc
Peggy Wilken	Stevens Worldwide Van Lines
Colleen Allen	Stonepath Logistics
Jed Shapiro	Stonepath Logistics
Amy Brewer	Suddath
Elaine Dootson	Suddath
Gary Dootson	Suddath
Damian Green	The Kloke Company

NAME

Teresa Smith
Rae Hickinbotham
Roscoe Conklin
Rex Swing
Angela Jones
Azzie Jones
Betho Vogelsinger
Brian Kellhofer
Dena Taylor
Jeff Thurston
John Wheeler
Kim Chancellor
Mary Anne Sykes
Mathis Gardner
Noreen Bania
Raymond Price
Shecca Byrd
Susan May
Ted Bembenek

COMPANY

The Paxton Companies
United Van Lines
Von Paris Moving & Storage
Wheaton World Wide Moving
GSA
GSA