

SECTION 3 NON-ALTERNATING - SPECIAL AGENCY PROVISIONS

3-1. General.

TSPs may file non-alternating, agency specific rate offers as identified below. Non-alternating rate offers will apply specifically to those Federal agencies/locations identified below and will not alternate with any other accepted rate offer. By submission of a rate offer under this Section 3, the submitting TSP agrees to the following terms and conditions applicable to a specific agency. The rate offer is also subject to the provisions as set out in this RFO and Special Instructions and the provisions of the HTOS, supplements thereto and reissues thereof.

3-2. Department Of Veterans Affairs (VA) – Domestic (DVADC)

TSPs submitting rate offers in accordance with Section 3-2, may file rate offers applicable between the points specified in Section 5-2 and identified as Agency Specific Codes in Section 5-1.

3-2.1. Released Valuation.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.2, all domestic VA shipments shall be released at \$7.00 times the net weight of the shipment in pounds with a maximum TSP liability of \$126,000.00 applicable to both shipments in transit and SIT. Except as noted otherwise, the remaining provisions of Item 190-1 will apply. There will be no additional cost to the VA for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-2.2. Excess Released Value.

3-2.2.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$7.00 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$7.00 times the net weight of the shipment in pounds or \$126,000.00, whichever is less.

3-2.2.2. Storage-In-Transit.

In the event that the employee declares a value greater than \$7.00 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$7.00 times the net weight of the shipment in pounds or \$126,000.00, whichever is less.

3-2.3. Weight Variance.

In lieu of the weight variance of 115% as provided for in Section 2-7.12, all VA domestic shipments shall be subject to a 110% weight variance.

3-2.4. Rate Basis.

By submission of a rate offer under Section 3-2, the TSP must have the ability to self-pack, load, and haul 85 percent or greater of VA interstate (including Alaska) and intrastate shipments. This is defined as a TSP who can contain a movement of property within its own operational capabilities without recourse to another TSP.

3-2.5. Volume.

The VA is estimating that the volume of domestic shipments under this RFO is 1,150 shipments.

3-3. Department Of Veterans Affairs (VA) – International (DVADC)

TSPs submitting rate offers in accordance with Section 3-3, may file rate offers applicable between the points specified in Section 5-2 and 5-3 and identified as Agency Specific Codes in Section 5-1.

3-3.1. Released Valuation.

In lieu of the TSP liability at \$6.00 as provided for in the Section 2-7.5.3, all international VA shipments shall be released at \$8.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$153,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the VA for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-3.2. Excess Released Value.

3-3.2.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$8.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-3.2.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$8.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-3.3. Weight Variance.

In lieu of the weight variance of 115% as provided for in Section 2-7.12 of this RFO, all VA international shipments shall be subject to a 110% weight variance.

3-3.4. Volume.

The VA is estimating that the volume of international shipments under this RFO is 40 shipments.

3-4. Department Of Interior, National Business Center (NBC), Denver, CO – Domestic and International (NBCCO)

TSPs submitting rate offers in accordance with Section 3-4, may file rate offers applicable between the points specified in Section 5-2 and 5-3 and identified as Agency Specific Codes in Section 5-1.

3-4.1. Application.

NBCCO applies to all domestic and international shipments for which the NBC office located in Denver, CO issues the Government Bill of Lading and/or Commercial Bill of Lading.

3-4.2. Released Valuation - Domestic.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.2, all domestic NBCCO shipments shall be released at \$6.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$117,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the NBCCO for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-4.3. Excess Released Value - Domestic.

3-4.3.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$6.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$6.50 times the net weight of the shipment in pounds or \$117,000.00 whichever is less.

3-4.3.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$6.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$6.50 times the net weight of the shipment in pounds or \$117,000.00 whichever is less.

3-4.4. Released Valuation - International.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.3, all international NBCCO shipments shall be released at \$8.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$153,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the NBCCO for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-4.5. Excess Released Value - International.

3-4.5.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$8.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-4.5.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$8.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-4.6. Weight Variance – Domestic and International.

In lieu of the weight variance of 115% as provided for in Section 2-7.12, all domestic and international NBCCO shipments shall be subject to a 110% weight variance.

3-4.7. Provider – Domestic and International

NBCCO is requesting rate offers for the provision of Move Management Service (MMS) (M rates) only. Rates for General Transportation Services (G rates) will not be accepted.

3-4.8. Volume.

There is no estimate available at this time for the estimated volume of shipments under this RFO.

3-5. US Geological Survey (USGS), Reston, VA – Domestic and International (GEOVA)

TSPs submitting rate offers in accordance with Section 3-5, may file rate offers applicable between the points specified in Section 5-2 and 5-3 and identified as Agency Specific Codes in Section 5-1.

3-5.1. Application.

GEOVA applies to all domestic and international shipments for which the USGS office located in Reston, VA issues the Government Bill of Lading and/or the Commercial Bill of Lading.

3-5.2. Released Valuation - Domestic.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.2, all domestic GEOVA shipments shall be released at \$6.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$117,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the GEOVA for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-5.3. Excess Released Value - Domestic.

3-5.3.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$6.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$6.50 times the net weight of the shipment in pounds or \$117,000.00, whichever is less.

3-5.3.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$6.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$6.50 times the weight of the shipment in pounds or \$117,000.00, whichever is less.

3-5.4. Released Valuation - International.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.3, all international GEOVA shipments shall be released at \$8.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$153,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the GEOVA for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-5.5. Excess Released Value - International.

3-5.5.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$8.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-5.5.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$8.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-5.6. Weight Variance – Domestic and International.

In lieu of the weight variance of 115% as provided for in Section 2-7.12 of this RFO, all domestic and international GEOVA shipments shall be subject to a 110% weight variance.

3-5.7. Provider – Domestic and International

GEOVA is requesting rate offers for the provision of Move Management Service (MMS) (M rates) only. Rates for General Transportation Services (G rates) will not be accepted.

3-5.8. Volume.

The GEOVA is estimating that the volume of shipments under this RFO is 75 shipments.

3-6. US Forest Service, Albuquerque, NM – Domestic and International (FSVNM)

TSPs submitting rate offers in accordance with Section 3-6, may file rate offers applicable between the points specified in Section 5-2 and 5-3 and identified as Agency Specific Codes in Section 5-1.

3-6.1. Application.

FSVNM applies to all domestic and international shipments for which the US Forest Service office located in Albuquerque, NM issues the Government Bill of Lading and/or the Commercial Bill of Lading.

3-6.2. Released Valuation - Domestic.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.2, all domestic FSVNM shipments shall be released at \$6.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$117,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the FSVNM for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-6.3. Excess Released Value - Domestic.

3-6.3.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$6.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of shipments released value of \$6.50 times the net weight of the shipment or \$117,000.00 in pounds, whichever is less.

3-6.3.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$6.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$6.50 times the net weight of the shipment in pounds or \$117,000.00, whichever is less.

3-6.4. Released Valuation - International.

In lieu of the TSP liability at \$6.00 as provided for in Section 2-7.5.3, all international FSVNM shipments shall be released at \$8.50 times the net weight of the shipment in pounds with a maximum TSP liability of \$153,000.00 applicable to both shipments in transit and SIT. There will be no additional cost to the FSVNM for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-6.5. Excess Released Value - International.

3-6.5.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$8.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of shipments released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-6.5.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$8.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation declared in excess of a shipment's released value of \$8.50 times the net weight of the shipment in pounds or \$153,000.00, whichever is less.

3-6.6. Weight Variance – Domestic and International.

In lieu of the weight variance of 115% as provided for in Section 2-7.12 of this RFO, all domestic and international FSVNM shipments shall be subject to a 110% weight variance.

3-6.7. Provider – Domestic and International

FSVNM is requesting rate offers for the provision of Move Management Service (MMS) (M rates) only. Rates for General Transportation Services (G rates) will not be accepted.

3-6.8. Volume.

The FSVNM is estimating that the volume of shipments under this RFO is 1,000 shipments.

3-7. General Services Administration (GSA) – Domestic and International (GSADC)

TSPs submitting rate offers in accordance with Section 3-7, may file rate offers applicable between the points specified in Section 5-2 and 5-3 and identified as Agency Specific Codes in Section 5-1.

3-7.1. Application.

GSADC applies to all domestic and international shipments for which the General Services Administration issues the Government Bill of Lading and/or the Commercial Bill of Lading.

3-7.2. PayPort Express.

As a possible future requirement, GSA is requesting rate offers be filed for GSADC for GSA's own internal employee relocations. This GSADC SRO will only be utilized if and when an agreement is reached between Citi Bank and GSA for the provision of third party payment services under the agreement known as PayPort Express. If an agreement is reached, more details about participation will be provided; however, TSPs should consider the 1% transaction fee that would be imposed on participating TSPs by Citi for PayPort Express when submitting their rates for GSADC.

3-7.3. Provider – Domestic and International

GSADC is requesting rate offers for the provision of Move Management Service (MMS) (M rates) only. Rates for General Transportation Services (G rates) will not be accepted.

3-7.4. Volume.

The GSADC is estimating that the volume of shipments under this RFO is 50 shipments.

3-8. Drug Enforcement Administration (DEA) – Domestic (DEADD)

3-8.1. General.

TSPs submitting rate offers in accordance with Section 3-8 may file rate offers applicable between the points specified in Section 5-2 and identified as Agency Specific Codes in Section 5-1.

3-8.2. Weight Variance.

In lieu of the weight variance of 115% as provided for in Section 2-7.12, all domestic shipments shall be subject to a 110% weight variance. A copy of the pre-move survey must be submitted via email to the booking counselor and to the employee within two (2) days from the date of the pre-move survey. The subject line of the email must contain the Government Bill of Lading (GBL) number, shipment type, last name of the employee and "Pre-move Survey."

3-8.3. Application of Rate Offers.

All domestic rate offers solicited for the DEA must incorporate the following accessorial services:

- ATC Charges
- All long carry charges at origin
- All long carry charges at destination
- All stair carries
- One-time elevator charge
- All charges associated with heavy or bulky items, to include piano/organ.
- All charges for shuttle service
- Crating up to \$250 (any amount above this must be approved by DEA)
- All uncrating
- Extra labor, long carry and all charges associated with Mini-storage.
- All Surcharges or Security fees associated with ocean portion of Alaska Moves

3-8.4. Domestic Volume.

The DEA is estimating that the volume of shipments under this RFO is 500 shipments.

3-8.5. Storage-In-Transit (SIT).

TSPs are required by the DEA to bill all SIT charges based on the destination listed on the GBL, not the actual SIT location. DEA is instructing the TSP that any shipment placed in SIT outside the 50-mile radius will be considered SIT at TSP's convenience (HTOS 5-5.2). Under the HTOS, TSPs are required to place shipments within a 50-mile radius of the destination unless the issuing office authorized in writing SIT over 50-miles from the destination shown on the GBL.

3-8.6. Excess weight.

DEA will issue a bill of lading and any other shipping document with all charges billed directly to the agency. The government will pay the total charges and the employee will reimburse the Government for the cost of transportation and other charges applicable to the excess weight. (Ref: 41 CFR 302-7-200)

All excess weight collection actions are handled by DEA. **The TSP is not to take any excess weight collection action and is not authorized to waive an overweight payment.** Weights should be reported 100% accurately and not falsified to fit the employee's entitlement.

TSP personnel at an employee's residence should not initiate discussions with the employee regarding the weight of the employee's household goods. If the employee initiates discussions with TSP personnel at an employee's residence regarding the weight of the employee's household goods, the only acceptable response is "the only way to determine the actual weight of your household goods is to have the moving van weighed once it is loaded with your household goods" and invite the employee to attend a weigh-in at either origin or destination. For billing purposes, two (2) sets of proper weight tickets are to be provided with excess weight shipments. The TSP is to notify the booking counselor via e-mail within two (2) days once the results of the first set of weight tickets have been obtained.

3-8.7 Shipment of Boats/Kayaks/Canoe.

The shipment of boats/kayaks/canoes requires advance approval. These items are defined as an open craft of a size that can accommodate an individual(s) to sit in it. These items are to be identified during the pre-move survey and a written request for shipment approval are to be submitted to the booking counselor within two (2) days after the pre-move survey.

3-8.8. Packed By Owner.

TSPs must ensure that packing lists do not include any items listed as "packed by owner (PBO)" or "contents unknown." Such descriptions are an immediate flag for close attention by Highway Patrol/Law Enforcement Personnel who could place shipments on hold pending search, which will severely delay delivery. Once on-site TSP personnel encounter cartons marked "PBO" they must: open the box, inspect the contents, assume liability, provide a detail description on the inventory and mark it packed by carrier.

3-8.9. Shipment Tracking.

All TSPs offering rates for DEA shipments must have a secure Internet website where travelers can track the status of their personal effects. Access must be password controlled and available only to traveler and/or its agency.

3-8.10. Claims Report.

At the end of each rate offer cycle the TSP is required to submit a Claims Report showing all claims paid during that tender period on all DEA shipments. Contact the Transportation Management Unit Chief (FAPM) to receive an electronic template/copy of this report.

3-8.11. Staffing Requirement.

All TSPs must use trained personnel qualified in their assigned duties in packing and or handling of personal property. TSPs personnel must be fluent in English at origin and at destination. TSP's personnel must have company issued Identification and in presentable company issued uniforms when performing work.

3-9. Department of State (DOS) – International (DOSDC)

3-9.1. General.

TSPs submitting rate offers in accordance with Section 3-9 may file rate offers applicable between the points specified in Section 5-2 and 5-3 and identified as Agency Specific Codes in Section 5-1. DOS will only accept corporate level TSPs. All bookings and matters related to this RFO will be handled at the corporate level. The selection of the origin agent (s) will be at the sole discretion of the corporate level management.

3-9.1.1. Shipment Reporting.

1. **General:** Department of State reserves the right to discontinue tendering any services if the TSP does not provide the reports as outlined under the provisions in this section. Reports must be submitted directly to the respective Originating Agency, Despatch Agency or office. DOS will periodically provide each TSP a list of e-mail addresses for all embassies and consulates.
2. **Electronic Data Interface (EDI):** A copy of EDI reporting requirements has been published and is available under Section 10. As the Department of State continues to improve our transportation software additional fields may be added or changes made to existing fields. Carriers will have the 30 days to adjust and pilot changes to EDI requirements. A supplemental reporting form for new carriers and to be used in case of EDI failure can be found in exhibit 3 this form shall only be used by new carriers pending EDI implementation or upon request by the booking office.
3. **Pre-move survey:** A copy of the pre-move survey must be submitted to the booking counselor and ALMArchive@state.gov. The subject line of the email must contain the text "Pre-move Survey", shipment type, last name of the employee and, if it has been issued, the Work Order Bill (Bill of Lading (BOL)) number.
4. **Weights and pieces:** All TSPs offering rates will be required to provide weights and pieces within three calendar days for Unaccompanied Air Baggage (UAB) shipments and seven calendar days for surface shipments from the day after the shipment is picked up.
5. **Routing details:** The TSP shall provide Routing details via EDI within three calendar days for UAB shipments and seven calendar days for surface shipments from the date permission to ship was granted by post.
6. **Local agents:** For all shipments, the TSP must provide their selected **Agent** to the booking counselor within 24 hours from the time the initial booking was received.
7. **Permission to Ship:** For US to Post shipments the TSP shall report via EDI requesting permission to ship or a follow up date of the destination GSO office no later than one day after pack end. Permission to ship shall be reported in the EDI file the day after destination GSO office grants it. The email granting permission to ship or the follow up date shall be forwarded to TTMContracts@state.gov and ALMArchive@State.gov. Failure of post to respond to a request to ship shall be reported after three business days to TTMContracts@state.gov and ALMArchive@State.gov.
8. **Foreign Flags:** The TSP shall report use of either US or Foreign Flag carrier via EDI per the procedures outlined in section 10 of the RFO. See also HTOS 5.3.1 Use of US and Foreign Flag Vessels and HTOS 8.3 Adjustment Based on Rate Differentials Involved in the Use of Foreign Flag Shipping.

3-9.1.2. Use of Agents .

1. **Use of Domestic Agents:** If services are being performed within the Washington, DC Metro area (defined as the 50 miles radius of the Washington monument), the forwarder shall utilize one of the local Non-temp storage (NTS) pack and crate companies if the employee has a permanent storage shipment. This will minimize the number of companies in the employee's residence. If there is no NTS shipment, or if the shipment is originating outside the Washington DC Metro area, the TSP may select an agent of their

choosing.

2. **Use of International Agents:** TSPs may only use those designated agents abroad as defined under Section 9. The list of worldwide agents is updated monthly and changes will be shared with the active TSP currently participating.
3. **SCAC Code:** All TSPs used as agents in the United States must be registered with the Directory of Standard Multi-Modal Transportation Service Provider (NMFTA) and have an active Standard Carrier Alpha Code (SCAC). In addition TSPs must be registered and in good standing with the Better Business Bureau. Your packing company SCAC code must be unique to your organization and different from any of your affiliates.

3-9.1.3. Weight Variance.

In lieu of the weight variance of 115%, as provided for in Section 2-7.12, all international HHE surface shipments shall be subject to a 110% weight variance. CNS, UAB and HHE Air shipments are not subject to the weight variance. Additionally, when a shipment is surveyed at above 1,000 lbs and the actual gross weight is under 900 Lbs, the RTO must authorize the carrier in writing for the shipment to proceed to leave the warehouse or the carrier may only bill the actual weight of the shipment not the contract minimum of 1,000 Lbs.

3-9.1.4. Storage in Transit (SIT) charges.

Where storage and warehouse handling charges apply, based on location of the warehouse where SIT service is provided, SIT rates utilized are those of the destination point shown again on the Government Bill of Lading (GBL) rather than the actual point of storage.

3-9.2. Household Goods (HHG).

The percentage (%) cited in the submitting TSP's rate offer for the surface HHG represents a single-factor rate, based on the Base-Line Rates specified in Section 2-7.2.2.6, per 100 pounds net weight including full replacement value TSP liability as defined in Section 3-9.7 and HTOS, Section 9. The application of rates from/to the international point for the surface HHG shipment shall be based on the net weight of the shipment in pounds. The minimum weight is 1,000 pounds. Household effects (HHE) and **Layette shipments that the RTO orders** be sent by air should be billed at the filed rate for UAB. UAB guidelines concerning **RDDs**, minimum billable weight, air fuel surcharge and option to bill for dimensional weight apply.

3-9.2.1. Services included in rate.

1. Packing, including use of packing containers and materials from origin to destination, and unpacking. Residence Delivery for HHE, CNS and UAB including unpacking and removal of debris on the day of delivery. Shipping containers and packing materials furnished by the TSP will remain the property of the TSP. All lift vans must be of new wood and in compliance with the ISPM#15 Standard.
2. Servicing of appliances, except third party service.
3. Export and import documentation services involving customs clearances.
4. Removal and placement of each article in the residence/warehouse or other building.
5. Elevator, stair and excessive distance carry, piano/organ carry and/or heavy or bulky item charge.
6. Ferry, tunnel and bridge charges/tolls.
7. The first 30 Days of SIT and all associated SIT charges are inclusive of the filed rates. This includes all charges associated with pickup/delivery and warehouse related charges. SIT at origin for POVs is ONLY permitted when Post reports Diplomatic Accreditation will be delayed at destination pending custom clearance. SIT for POVs will not be authorized for employee convenience. **The filed rates are also inclusive for first 30 Days of POV SIT and all associated POV SIT charges at origin when shipments are held pending post permission to ship. POV SIT shall be billed as a pass-through charge.**
8. All rate offers solicited for the DOS must incorporate the following accessorial services:
 - ATC Charges
 - All long carry charges at origin
 - All long carry charges at destination
 - All stair carries
 - Elevator charges also referred to as Inside Lift. An elevator or lift is defined as part of the permanent structure of the building.
 - All charges associated with heavy or bulky items, to include piano/organ.
 - All charges for shuttle service
 - Crating up to \$250 (any amount above this must be approved by DOS)
 - Only the standard charge (HTOS 12.13) for an additional pickup is allowed for a mini-storage, all other charges associated with the pickup from mini-storage facilities must be included
 - Cost of special motorcycle container (Clip-Lok)

- Bunker, War and Security Surcharges including 10-2 Rule Fees
 - All POV Fuel Surcharge regardless whether transported via a separate household goods trailer or car carrier
 - All sea and air fuel surcharges
 - All cost and labor associated with television carton or box (LCD, LED, and Plasma Televisions) **regardless of size.**
 - Demurrage resulting from the packers discretionary consolidation of HHE and POV shipments
 - All taxes including Value Added Tax (VAT).
 - For shipment to Brazil only rate must include all demurrage and or port changes charges.
9. All land, water, and air transportation, EXCEPT 3-9.2.2.below:

3-9.2.2. Services excluded from rate that require pre-approval for payment.

1. International Accessorial Service Rules for Labor Charges. Shipments originated from the United States to destinations abroad may not exceed 120 % of the charges as identified in Section 12.7 of the HTOS. Waivers may be considered only under extraordinary circumstances and if submitted at least 3 work days prior to the pickup date.
2. Storage, waiting time and/or handling charges caused by failure of the origin GBLIO/RTO to furnish acceptable customs documents or by refusal of customs officials to clear shipment will be billed at charges provided in HTOS, Section 12.17, when performed by TSP. When such services are performed by a third party, billing will be at the actual cost charged to the TSP, supported by paid third party invoices when reference applicable rate schedules and/or tariffs when charges are assessed in accordance with such publications.
3. Any Government or public authority ordered charges for inspection, disinfestations, decontamination, fumigation or demurrage or other charges occasioned by such orders not the fault of the TSP.
4. Servicing of articles requiring services of third parties.
5. Port congestion surcharges.
6. Additional land transportation charges for shipments picked up or delivered from or to storage-in-transit.

3-9.2.3. Services Not Authorized.

The Government shall not be held liable for or pay any invoices for fines including but not limited to parking fines incurred by the carrier or their agents.

3-9.3. Transit Times on International Shipments for HHE, CNS and Privately Owned Vehicles (POV).

In lieu of the transit times identified in Section 10 of the HTOS, the following criteria shall be used for determining international Required Delivery Dates (RDD) on DOS shipments to and from the United States and foreign countries:

3-9.3.1. Transit Times on International Shipments for UAB and HHE by Air.

RDD for UAB and HHE by air shipments is 18 Days.

3-9.3.2. Transit Times on International Shipments.

Required delivery dates for shipments going between international locations are specified in the chart Section 3-9.4. These RDDs will be adjusted as historical data becomes available to validate transit times.

Late Delivery Reduction. - INTERNATIONAL ONLY. (In lieu of Paragraph 8.4.1)

A late delivery reduction of \$100.00 per day will be payable to the Federal agency paying the transportation charges, for each calendar day or fraction thereof, when the actual transit time for direct delivery shipments exceeds the transit time as defined in Section 3-9.3 of the RFO, subject to the following items:

1. When the Government and the participant mutually agree to a transit time longer than the transit time as shown in this HTOS, the penalty will begin on the day after the agreed date.
2. When the Government and the participant mutually agree to a transit time chart other than the chart in this HTOS, the penalty will begin on the day after the agreed date;
3. When a shipment consigned to SIT at destination is en route and the destination is changed to a direct delivery, the transit time is negotiable and no penalty occurs for late delivery.
4. This item will apply only for shipments which: (a) weigh or are rated at 1000 pounds or more that are picked up during the period from October 1 through May 14 of each subsequent year; OR. (b) weigh or are rated at 1500 pounds or more that are picked up during the period from May 15 through September 30 of each year.
5. This item will not apply if delay is caused by reasons beyond the participant's control, described as "Impractical Operation" in the participant's governing Government Rate Tender.
6. This item will not apply to a shipment, or portion thereof, which is lost or destroyed in transit and cannot

- be delivered due to such loss or destruction.
7. This item will not apply to an overflow portion of the shipment when the overflow weight represents less than twenty (20) percent of the total shipment weight and contains nonessential items (possessions not needed to maintain day-to-day housekeeping during the period of time between delivery of the main portion of the shipment and delivery of the overflow).
 8. This item will apply when re-consignment or diversion is made on a shipment, based on the applicable mileage and weight of the shipment from point of diversion to the new destination.
 9. The total reimbursement shall not exceed an amount equal to total charges for the shipment, excluding SIT.
 10. This payment satisfies the Government's right to equitable adjustment for failure to perform, but does not waive, mitigate, or satisfy any other right or remedy available to the Government on account of late delivery by the participant.

3-9.3.3. Calculating Transit Times.

Transit times will be calculated from the last day of pick up until the shipment is available for delivery. See country and RDD Chart in Section 3-9.4 for transit times. Transit time will not include the time between the request for permission from post to forward shipment and the response to send shipment. The request to forward shipment to post must be made within three business days after pack out is completed, the TSP shall copy ALMArchive@state.gov on the request to ship.

Shipments that are going to miss the RDD must have a Missed RDD form sent into the GBL Issuing Office and TTMContracts@state.gov. Contact the DOS Tender Administrator for a copy of the Missed RDD Form. A monthly report will be provided to all ITGBL providers listing total shipments completed within the calendar year and RDD statistics. Forwarders will have 10 days from receipt of this report to rebut any shipments that were completed within the month prior to receiving the report. Failure to meet the RDD resulting from the TSPs discretionary consolidation of HHE and POV will not be considered an acceptable exception to the RDD.

3-9.4. Transit Times on International Shipments for surface HHE, CNS and POV.

In lieu of the transit times identified in Section 10 of the HTOS, the following criteria shall be used for determining international required delivery dates (RDD) on DOS shipments to and from the United States and foreign countries:

Country	R D D	Country	R D D	Country	R D D
AFGHANISTAN	60	GERMANY	59	NORWAY	55
ALBANIA	66	GHANA	75	OMAN	62
ALGERIA	60	GREECE	60	PAKISTAN	61
ANGOLA	75	GRENADA	56	PALAU	60
ARGENTINA	62	GUATEMALA	58	PANAMA	58
ARMENIA	61	GUINEA	75	PAPUA NEW GUINEA	73
AUSTRALIA	75	GUINEA-BISSAU	75	PARAGUAY	70
AUSTRIA	59	GUYANA	61	PERU	61
AZERBAIJAN	60	HOLY SEE	56	PHILIPPINES	75
AZORES	60	HONDURAS	58	POLAND	59
				PORT AU PRICE	45
BAHAMAS	45	HONG KONG	64	PORTUGAL	60
BAHRAIN	59	HUNGARY	56	QATAR	59
BANGLADESH	75	ICELAND	52	ROMANIA	66
BARBADOS	45	INDIA	74	RUSSIA	59
BELARUS	66	INDONESIA	73	RWANDA	75
				SAMOA	73
BELGIUM	56	IRAN	60	SAUDI ARABIA	55

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BELIZE	58	IRAQ	60	SCOTLAND	60
BENIN	75	IRELAND	57	SENEGAL	75
BERMUDA	45	ISRAEL	61	SERBIA	66
BOLIVIA	60	ITALY	56	SIERRA LEONE	75
BOSNIA -HERZEGOVINA	54	JAMAICA	45	SINGAPORE	71
BOTSWANA	75	JAPAN	63	SLOVENIA	59
BRAZIL	75	JORDAN	61	SLOVAK REPUBLIC	60
BRUNEI	75	KAZAKHSTAN	75	SOMALIA	75
BULGARIA	66	KENYA	75	SOUTH AFRICA	75
BURKINA FASO	75	KOREA	67	SPAIN	59
BURMA	67	KOSOVO	57		
BURUNDI	75	KUWAIT	59	SRI LANKA	74
CAMBODIA	73	KYRGYZSTAN	60	SUDAN	75
CAMEROON	75	LAO PEOPLE'S DEMOCRATIC REP	73	SURINAME	61
CAPE VERDE	75	LATVIA	56	SWAZILAND	75
CENTRAL AFRICAN REPUBLIC	75	LEBANON	61	SWEDEN	55
CHAD	75	LESOTHO	75	SWITZERLAND	60
CHILE	62	LIBERIA	75	SYRIAN ARAB REPUBLIC	61
CHINA	75	LIBYA	60	TAIWAN	64
COLOMBIA	61	LITHUANIA	66	TAJIKISTAN	60
CONGO	75	LUXEMBOURG	56	TANZANIA	75
COSTA RICA	56	MACEDONIA	60	THAILAND	70
		REPUBLIC OF MADAGASCAR	75		
COTE D'IVOIRE	75			TOGO	75
CROATIA	56	MALAWI	75	TRINIDAD AND TOBAGO	51
CUBA	45	MALAYSIA	71	TUNISIA	56
CYPRUS	66	MALI	75	TURKEY	70
CZECH REPUBLIC	59	MALTA	46	TURKMENISTAN	75
DENMARK	55	MARSHALL ISLANDS	60	UGANDA	75
DJIBOUTI	75	MAURITANIA	75	UKRAINE	75
DOMINICAN REPUBLIC	45	MAURITIUS	75	UNITED ARAB EMIRATES	62
EQUADOR	63	MEXICO	48	UNITED KINGDOM	57
EAST TIMOR	75	MICRONESIA	56	URUGUAY	60
EGYPT	60	MOLDOVA, REPUBLIC OF	60	UZBEKISTAN	75
EL SALVADOR	58	MONGOLIA	75	WESTERN SAMOA	60
EQUATORIAL GUINEA	75	MONTENEGRO	60	VENEZUELA	61
ERITREA	75	MOROCCO	59	VIET NAM	73
ESTONIA	55	MOZAMBIQUE	75	YEMEN	75
ETHIOPIA	75	MYANMAR	67	ZAIRE	75
FIJI	73	NAMIBIA	75	ZAMBIA	75

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FINLAND	55	NEPAL	75	ZIMBABWE	75
FRANCE	56	NETHERLANDS	56		
		NETHERLAND ANTILLES	61		
GABON	75	NEW ZEALAND	74		
GAMBIA	75	NICARAGUA	56		
GEORGIA	60	NIGER	75		
		NIGERIA	75		

3-9.5. Application of International Rates for Specific Cities within Countries.

TSPs submitting rate offers should file in accordance with Section 5-3.1.1. International Country Codes. To be considered for Department of State shipments, TSPs must file desired destinations in countries split by destination. Rate offers filed for destinations will be considered only for those destinations and “All Other Points” will apply to “All Other Points” in a country and not to split destinations. For instance, if the TSP files only “South Africa – All Other Points,” the rates will be for South Africa – All Other Points. The TSP must file rates for Cape Town, Durban, Johannesburg, and Pretoria to be considered for those destinations. The following is a list of all countries that require rates to be broken down in to cities:

Afghanistan	Herat and Kabul
Australia	Adelaide, Brisbane, Canberra, Darwin, Melbourne, Perth and Sydney
Brazil	Brasilia, Recife, Rio De Janeiro and Sao Paulo
China	Beijing, Chengdu, Guangzhou, Shanghai and Shenyang
Iraq	Baghdad, Basrah, Erbil, Kirkuk and Mosul
Mexico	Ciudad Juarez, Guadalajara, Hermosillo, Matamoros, Merida, Mexico City, Monterrey, Nogales, Nuevo Laredo and Tijuana
Northern Mariana Islands	Saipan
Russia	Moscow, St. Petersburg and Vladivostock
South Africa	Capetown, Durban, Johannesburg and Pretoria

3-9.6. Released Valuation –International.

3-9.6.1. Transportation.

In lieu of the TSP liability at \$6.00 as provided for in the RFO Sections 2-7.5.3, the TSP must offer replacement or repair value for damaged or lost items or in case of total loss, at a base value of \$8.50 times the net weight of the shipment in pounds. There will be no additional cost to the DOS for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-9.7. Excess Released Value.

3-9.7.1. Transportation.

In the event the employee declares a value greater than the base valuation of \$8.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of shipments released value of \$8.50 times the weight. To seek a greater value the employee is to contact the TSP and seek a quote and make full payment to the TSP. A copy of the added policy and certification that payment was collected must be provided by the TSP to the DOS counselor prior to having the GBL issued. The counselor will issue the GBL with the additional valuation.

3-9.7.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$8.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation in excess of \$8.50 per pound released.

3-9.8. International Volume.

The DOS is estimating that the volume of shipments under this RFO is 10,100 shipments.

3-9.9. Instructions for Lift Vans to be used for shipment of Household Effects.

Containers/Lift Vans to be used for a surface shipment of household effects must be new soundly constructed of ¾ inch plywood, **lined with a waterproof barrier**, and reinforced with an inside framework with a base for easy access for forklift or any other lifting equipments. Wooden containers must be heat treated or fumigated in compliance with ISPM 15 standard, and/or the requirements of the destination country. Full consideration should be given to eliminating damage to the effects from exposure to inclement weather, salt water, salt atmosphere, possible violent external forces incident to ocean and/or inland transportation, and rough handling, to insure safe and undamaged arrival of the effects at the destination. Caulking compound must be used when wooden container panels are assembled to insure watertight joints. The Department of State will not accept containers constructed of Oriented Strand Board (OSB). The dimensions of a standard container/lift van are 87 x 47 x 87 inches. Any special requests for unusual size lift vans shall be specifically

stated in the written authorization.

Lining and Banding of All Shipping Containers

- A. The interior of all containers or lift vans shall be **lined with polyethylene with minimum thickness of .004 inch**. Lining must be applied in such a manner that it is free from holes or tears and laps occur only where the ceiling liner meets the side and end liners. **The floor of the container must be lined with similar waterproof material**. Any other type of waterproof material barrier must have prior approval of the Department of State before use.
- B. Steel tension banding shall be applied tightly and securely to all wooden and plywood containers after loading and sealing. On containers 1.36 cubic meters (48 cubic feet) or less, steel tension banding of a minimum size of 1.905 centimeters (**3/8 inch**) in width by .0889 centimeters thick (.035 inch) may be used. On containers over forty-eight (48) cubic feet steel tension strapping of a minimum size of 3.149 centimeters (1 1/4 inch) in width by .0889 centimeters thick (.035 inch) shall be used.
- C. Containers 1.36 cubic meters (48 cubic feet) or less, shall be banded by a minimum of two steel bands perpendicular to the base positioned about one-fourth (1/4) the distance from each end of the container. Containers over 1.36 cubic meters (48 cubic feet) shall have two bands of steel tension strapping secured perpendicular to the base, positioned so they pass through the openings in the base left for the entry of handling equipment. Two additional tension bands shall be applied girth-wise, parallel to the base, around the four sides of the container, one band positioned approximately one-fourth (1/4) the distance from the top. Wood cleats, tie blocks, or braces are to be used under tension banding when necessary to insure stability or to bridge unsupported spans.

3-9.10. Preparation of Unaccompanied Air Baggage (UAB) for Shipment.

- A. All articles shall be packed into a shipping container of suitable capacity so all useable space is occupied, which will insure a shipment of the least tare weight and smallest cubic measurement compatible with safe transportation to destination without damage to container or contents.
- B. All cartons, boxes, wrapping and cushioning materials, and shipping containers used by the contractor in the performance of services under this contract shall be new, clean, dry, and free from any substance injurious to the article to be packed and contain no wooden skids.
- C. All shipping containers provided by the contractor(s) for the protection of baggage shall be tri-wall fiberboard boxes 5, 10 or 15 cube (inside measurement) with a minimum 900-pound test burst strength. The box is made of FOUR LINERS / THREE FLUTES as: liner1 / flute / liner 2 / flute / liner 3 / flute / liner 4. The thickness of the box is 1/2 inch.

D. UAB containers come in 3 sizes 5, 10 and 15 cube cartons. The dimensions of the cartons are:

Cube	L	W	H	Inches
5 CUBE	30	18	16.5	
10 CUBE	37	19	27	
15 CUBE	37	24	30	

The carton dimensions will vary no more than two inches due to the overwrap material and small manufacturing variance in the cardboard, in no case shall dimensions exceed 15 cube without written authorization for unusual circumstances.

- E. If there are articles that are too large to fit into the standard containers, the contractor must first notify the Transportation Advisory Section to determine if those items are allowable.
- F. The maximum weight of any packed container shall not exceed 90.72 Kilograms gross weight (200 pounds) without prior approval of the authorizing Government Agency.
- G. All packed baggage must be completely wrapped in a reinforced kraft-asphalt-kraft waterproof material prior to banding.

H. Metal tension strapping of a minimum width of 1.905 centimeters (3/4 inch) must be used for banding trunks, footlockers and wooden cases. Only glass filament tape shall be used for banding suitcases or other soft containers.

I. All banding of baggage shall be a minimum of three (3) straps to each piece, one (1) lengthwise and two (2) around the girth. After wrapping and banding, each piece of baggage must be stenciled according to the instructions received from the authorizing Government Agency. The gross weight in metric with the English equivalents in parenthesis of each and the serialized number (i.e. 1 of 1; 1 of 4; 2 of 4; 3 of 4; etc.) must also be stenciled on the outside of each piece of baggage.

J. D containers are not to be used.

In the previous RFO, the following, 3-9.11 through 3.9.25, had been included under the DOSDD Section and had been referenced that they applied to two or more sections (DOS Domestic and International). To eliminate any confusion, these items have been copied from the DOSDD Section and included here so it is clear that they apply to both DOSDD and DOSDC.

3-9.11. Billing through Department of State.

Power Track Participation

TSPs submitting rate offers must participate with Power Track. Questions regarding Power Track usage/participation or delayed payments may be forwarded to TransportationQuery@State.gov.

3-9.12. Excess weight charges.

Department of State will issue a bill of lading and any other shipping document with all charges billed directly to the agency. The government will pay the total charges and the employee will reimburse the Government for the cost of transportation and other charges applicable to the excess weight. (Ref: 41 CFR 302-7-200)

Overweight shipments: If a shipment is overweight the TSP shall put the shipment on hold and notify the booking counselor of the shipment being overweight. A status report should also be sent in at this time. If the rate is on file with TMSS the TSP shall not quote a dollar amount for the overweight to the employee or the counselor. The DOS office will pull the rate from TMSS and collect from the employee. If it was an OTO bid, the overweight cost shall be quoted to the booking office. All collections shall be handled by DOS and not the ITGBL forwarder. **Under NO circumstances are you authorized to waive an overweight payment.** The TSP shall report Weights shall be 100% accurately and not modified to fit the employee's entitlement. Once payment has been received, DOS will notify you that the shipment can be forwarded to destination. This hold time does not count against your transit time.

3-9.13. Shipment of Boats, Kayaks or Canoes.

DOS will not authorize the shipment of boats, kayaks or canoes. These items are defined as an open craft of a size that can accommodate an individual(s) to sit in it. The TSP shall refuse the shipment of boats, kayaks, or canoes. Acceptance of boats, kayaks or canoes renders the TSP solely responsible for all related handling costs including returning the boat, kayak, or canoe to the point of origin.

3-9.14. Packed By Owner.

TSPs must ensure that packing lists do not include any items listed as "packed by owner (PBO)" or "contents unknown." Such descriptions are an immediate flag for close attention by Customs and Transportation Security Agency Officials, who could place shipments on hold pending search, which will severely delay delivery. If company encounters a PBO they must open the box, inspect the contents, assume liability, provide a detail description on the inventory and mark it packed by carrier.

3-9.15. Non-acceptance of locked gun cabinets and other similar items.

TSPs shall ensure that packing lists do not include any items listed as "locked gun safe" or any other locked container. TSPs shall clearly annotate the inventory and must describe the make, model, and serial number(s) of any firearm(s).

3-9.16. Shipment Tracking.

All TSPs offering rates for international DOS shipments must have a secure Internet website where travelers can track the status of their personal effects. Access must be password controlled and available only to traveler and/or its agency.

3-9.17. Claims Report.

At the end of each rate offer cycle the TSP is required to submit a Claims report showing all claims paid during that rate offer period on all DOS shipments. Contact the DOS Tender Administrator to receive an electronic copy of this report.

3-9.18. Staffing Requirement - Domestic and International.

All TSPs must use trained personnel qualified in their assigned duties in packing and or handling of personal property. TSPs personnel must include at least one employee that is fluent in English at origin and or destination services. TSP personnel must also be fluent in language of foreign country. The TSP shall not employ a Tiered Helpdesk designed to improve Enterprise Efficiency for service calls related to DOSDC or DOSDD.

3-9.19. Pickup and delivery hours.

Pick-up and deliveries will be performed on weekdays during normal business hours (8 am-6 pm local time). Weekend and holiday services are not authorized. If a required delivery date falls on a holiday or weekend the service shall be performed on the next business workday. Only the RTO can authorize services after 6pm or on weekends/holidays. The Forwarder (s) shall provide a three hour window during which the owner of the goods can expect the carrier to arrive to commence packing, delivery or POV pickup or delivery. If for any reason this schedule cannot be met, the Contractor(s) and owner shall mutually agree on a date and time to finish the packing and notify the appropriate Transportation Office of the change and the reasons therefore. The carrier shall make a date available within two days of the originally scheduled pack out.

3-9.20. Multiple Tender Numbers.

A TSP shall not submit multiple tender numbers when submitting rates for international or domestic moves. Only one tender number shall be submitted for domestic and one for International. Submission of multiples could result in DOS selecting only one or not selecting any at all.

3-9.21. Shipment consolidations.

Before consolidating multiple UAB shipments or HHE and POV shipments check with the Embassy to determine if doing so will cause customs delays. Consolidation is not an acceptable reason for missed RDDs and does not relieve the TSP of Released Valuation as defined elsewhere in RFO and Special Instructions. Excess demurrage caused by consolidation of HHE and POV shipments is not an acceptable accessorial expense.

3-9.22. Additional TSP Responsibilities.

The (ITGBL Freight Forwarder's) TSP's vehicle **MUST** be in good condition and with the name of the company permanently (Non Magnetic) affixed/placed on the outside of the vehicle.

3-9.23. GSA Form 3080 Household Goods Carrier Evaluation Report:

In addition to: **2-6.5.6. Completion of GSA Form 3080**, the following provisions apply. To be admissible 3080 forms must be sent directly from the transferring employee to DC3080@state.gov for DC shipments or to the booking office in the manner they specify. An email to the official email address will confirm any emails from private accounts. The TSP will create an excel or word version of the 3080 to be sent to the employee and complete the following fields before sending it to the employee. Old and New Duty station B/L for the appropriate shipment type and the carrier name. **A new excel version of the 3080 is available from the GSA TMSS log in page at https://moveit.gsa.gov/TMSHOMELINKS/E_3080.xls Under no circumstances shall the TSP send the customer a 3080 form soliciting the Traveler's Social Security Number.**

3-9.24. Forms required for the exportation of POV.

- Exhibit 1 List of Forms
- Exhibit 2 Power of attorney format
- Exhibit 3 Supplemental Reporting form (from 3-4.1.1)
- Exhibit 4 Reporting locations

3-9.25. Forms required for the importation of Personal Effects including POVs.

WITH THE EXCEPTION OF THE II RC-159 THE FOLLOWING DOCUMENTS MUST BE PROVIDED TO THE TSP BY THE TRAVELER PRIOR TO PICKUP OF THE HHG or POV FOR US IMPORTATION. **Do not request the SSN in association with any form.** If an SSN is requested the passport number shall be used in its place.

- | | | |
|--|------------|---------------|
| Exhibit 5 CBP Form 3299 for Free Entry of Unaccompanied Articles | (All) | Dated 10-2009 |
| Exhibit 6 DOT HS-7 Declaration for Motor Vehicles Importation | (POV Only) | Dated 5-2006 |
| Exhibit 7 EPA 3520-1 Air Pollution Compliance | (POV Only) | Dated 9-2009 |
| Exhibit 8 II RC-159 Treasury Department Supplemental Declaration | (All) | See 3-4.9.4 |

3-10. Department of State (DOS) – Domestic (DOSDD)

3-10.1. General.

TSPs submitting rate offers in accordance with Section 3-10, may file rate offers applicable between the points specified in Section 5-2 and identified as Agency Specific Codes in RFO Section 5-1.

3-10.2. Released Valuation.

In lieu of the TSP liability at \$6.00 as provided for in the Section 2-7.5.2 the TSP must offer replacement or repair value for damaged or lost items or in case of total loss, shipments being released at a base value of \$6.50 times the net weight of the shipment in pounds.. There will be no additional cost to the DOS for this level of service during transit or SIT. The storage liability charge does not apply for the basic released value.

3-10.3. Excess Released Value.

3-10.3.1. Transportation .

In the event the employee declares a value greater than the base valuation of \$6.50 times the net weight of the shipment in pounds, a Full Value Protection Service Shipment Charge of \$0.85 per \$100 will apply on that portion of the valuation declared in excess of shipments released value of \$6.50 times the weight.

3-10.3.2. Storage-in-Transit.

In the event that the employee declares a value greater than \$6.50 times the net weight of the shipment in pounds, a storage liability charge of \$0.18 per \$100 will apply on that portion of the valuation in excess of \$6.50 per pound released.

3-10.4.1 Application of Rate Offers.

Services included in domestic rate

(95% of all domestic shipments are expected to be delivered to the DOS storage facility in Hagerstown, MD for NTS)

All domestic rate offers solicited for the DOS must incorporate **Max-pack, unpacking and** the following accessorial services:

- ATC Charges
- All long carry charges at origin
- All long carry charges at destination
- All stair carries
- Elevator charges also referred to as Inside Lift. An elevator or lift is defined as part of the permanent structure of the building.
- All charges associated with heavy or bulky items, to include piano/organ.
- All charges for shuttle service
- Crating up to \$250 (any amount above this must be approved by DOS)
- All uncrating
- Only the standard charge (HTOS 12.13) for an additional pickup is allowed for a mini-storage, all other charges associated with the pickup from Mini Storage facilities must be included
- Cost of special motorcycle container (Clip-Lok)
- All Surcharges or Security fees associated with ocean portion of Alaska Moves
- All POV Fuel Surcharge regardless whether transported via a separate household goods trailer or car carrier
- All cost and labor associated with television carton or box (LCD, LED, and Plasma Televisions) requirements.

All inclusive final billing (excluding fuel) must not exceed the TMSS filed rate.

3-10.4.2 Services Not Authorized

The Government shall not be held liable for or pay any invoices for fines including but not limited to parking fines incurred by the carrier or their agents.

3-10.5. Domestic Accessorial Service Rules for Labor Charges.

Unless specifically approved in writing by the DOS at least 3 work days prior to the pickup date, charges for extra labor by the CHAMP approved TSP or by a 3rd party service provider, cannot exceed the discounted pricing identified in Item 120 of the GSA01. Waivers may be considered only under extraordinary circumstances.

3-10.6.1. Domestic Volume.

The DOS is estimating that the volume of shipments under this RFO is 3,000 shipments.

3-10.6.2. Domestic Affiliated Van Lines.

International Transfers may have a domestic component. Where there is a domestic component of an international move forwarders shall have the ability to work with a single Van Line per cycle. The van line selected by TSP for the contract cycle must have DOS non-alternating rate offers on file in TMSS. Associated van lines with rates that are not cost effective may be grounds for non-use. The TSP and their affiliated Van Line for the current contract cycle shall have non-alternating rates available in TMSS for all 48 **contiguous** states as origin and or destinations in order to participate in the domestic or international TOS. For example, if a TSP has filed rates to Spain they shall have rates on file to and from Spain for all for all locations in the 48 **contiguous** states as origins and destinations. The majority of the domestic van line shipments affiliated with international moves originating outside of the DC area will go to our DOS Hagerstown storage facility.

3-10.7. Storage In Transit (SIT).

TSPs are required by the DOS to bill all SIT charges based on the destination listed on the GBL, not the actual SIT

location. Any shipment placed in SIT outside the 50-mile radius shall be considered SIT at TSP's convenience (HTOS 5.5.2) unless the issuing office authorized in writing SIT over 50-miles from the destination listed on the GBL.

3-10.8. Billing through Department of State.

Power Track Participation

TSPs submitting rate offers must participate with Power Track. Questions regarding Power Track usage/participation or delayed payments may be forwarded to TransportationQuery@State.gov.

3-10.9. Excess weight charges.

Department of State will issue a bill of lading and any other shipping document with all charges billed directly to the agency. The government will pay the total charges and the employee will reimburse the Government for the cost of transportation and other charges applicable to the excess weight. (Ref: 41 CFR 302-7-200)

Overweight shipments: If a shipment is overweight the TSP shall put the shipment on hold and notify the booking counselor of the shipment being overweight. A status report should also be sent in at this time. If the rate is on file with TMSS the TSP shall not quote a dollar amount for the overweight to the employee or the counselor. The DOS office will pull the rate from TMSS and collect from the employee. If it was an OTO bid, the overweight cost shall be quoted to the booking office. All collections shall be handled by DOS and not the ITGBL forwarder. **Under NO circumstances are you authorized to waive an overweight payment.** The TSP shall report Weights shall be 100% accurately and not modified to fit the employee's entitlement. Once payment has been received, DOS will notify you that the shipment can be forwarded to destination. This hold time does not count against your transit time.

3-10.10. Shipment of Boats, Kayaks or Canoes.

DOS will not authorize the shipment of boats, kayaks or canoes. These items are defined as an open craft of a size that can accommodate an individual(s) to sit in it. The TSP shall refuse the shipment of boats, kayaks, or canoes.

Acceptance of boats, kayaks or canoes renders the TSP solely responsible for all related handling costs including returning the boat, kayak, or canoe to the point of origin.

3-10.11. Packed By Owner.

TSPs must ensure that packing lists do not include any items listed as "packed by owner (PBO)" or "contents unknown." Such descriptions are an immediate flag for close attention by Customs and Transportation Security Agency Officials, who could place shipments on hold pending search, which will severely delay delivery. If company encounters a PBO they must open the box, inspect the contents, assume liability, provide a detail description on the inventory and mark it packed by carrier.

3-10.12. Non-acceptance of locked gun cabinets and other similar items.

TSPs shall ensure that packing lists do not include any items listed as "locked gun safe" or any other locked container. TSPs shall clearly annotate the inventory and must describe the make, model, and serial number(s) of any firearm(s).

3-10.13. Shipment Tracking.

All TSPs offering rates for international DOS shipments must have a secure Internet website where travelers can track the status of their personal effects. Access must be password controlled and available only to traveler and/or its agency.

3-10.14. Claims Report.

At the end of each rate offer cycle the TSP is required to submit a Claims report showing all claims paid during that rate offer period on all DOS shipments. Contact the DOS Tender Administrator to receive an electronic copy of this report.

3-10.15. Staffing Requirement.

All TSPs must use trained personnel qualified in their assigned duties in packing and or handling of personal property. TSPs personnel must include at least one employee that is fluent in English at origin and or destination services. TSP personnel must also be fluent in language of foreign country. The TSP shall not employ a Tiered Helpdesk designed to improve Enterprise Efficiency for service calls related to DOSDC or DOSDD.

3-10.16. Pickup and delivery hours.

Pick-up and deliveries will be performed on weekdays during normal business hours (8 am-6 pm local time). Weekend and holiday services are not authorized. If a required delivery date falls on a holiday or weekend the service shall be performed on the next business workday. Only the RTO can authorize services after 6pm or on weekends/holidays. The Forwarder (s) shall provide a three hour window during which the owner of the goods can expect the carrier to arrive to commence packing, delivery or POV pickup or delivery. If for any reason this schedule cannot be met, the Contractor(s) and owner shall mutually agree on a date and time to finish the packing and notify the appropriate Transportation Office of the change and the reasons therefore. The carrier shall make a date available within two days of the originally scheduled pack out.

3-10.17. Multiple Tender Numbers.

A TSP shall not submit multiple tender numbers when submitting rates for international or domestic moves. Only one tender number shall be submitted for domestic and one for International. Submission of multiples could result in DOS selecting only one or not selecting any at all.

3-10.18. Shipment consolidations.

Before consolidating multiple UAB shipments or HHE and POV shipments check with the Embassy to determine if doing

so will cause customs delays. Consolidation is not an acceptable reason for missed RDDs and does not relieve the TSP of Released Valuation as defined elsewhere in this RFO and Special Instructions. Excess demurrage caused by consolidation of HHE and POV shipments is not an acceptable accessorial expense.

3-10.19. Additional TSP Responsibilities.

The (ITGBL Freight Forwarder's) TSP's vehicle **MUST** be in good condition and with the name of the company permanently (Non Magnetic) affixed/placed on the outside of the vehicle.

3-10.20. GSA Form 3080 Household Goods Carrier Evaluation Report:

In addition to: **2-6.5.6. Completion of GSA Form 3080**, the following provisions apply. To be admissible 3080 forms must be sent directly from the transferring employee to DC3080@state.gov for DC shipments or to the booking office in the manner they specify. An email to the official email address will confirm any emails from private accounts. The TSP will create an excel or word version of the 3080 to be sent to the employee and complete the following fields before sending it to the employee. Old and New Duty station B/L for the appropriate shipment type and the carrier name. **A new excel version of the 3080 is available from the GSA TMSS log in page at https://moveit.gsa.gov/TMSHOMELINKS/E_3080.xls Under no circumstances shall the TSP send the customer a 3080 form soliciting the Traveler's Social Security Number.**

3-10.21. Forms required for the exportation of POV.

- Exhibit 1 List of Forms
- Exhibit 2 Power of attorney format
- Exhibit 3 Supplemental Reporting form (from 3-4.1.1)
- Exhibit 4 Reporting locations

3-10.22. Forms required for the importation of Personal Effects including POVs.

WITH THE EXCEPTION OF THE II RC-159 THE FOLLOWING DOCUMENTS MUST BE PROVIDED TO THE TSP BY THE TRAVELER PRIOR TO PICKUP OF THE HHG or POV FOR US IMPORTATION. **Do not request the SSN in association with any form.** If an SSN is requested the passport number shall be used in its place.

- | | | |
|--|------------|---------------|
| Exhibit 5 CBP Form 3299 for Free Entry of Unaccompanied Articles | (All) | Dated 10-2009 |
| Exhibit 6 DOT HS-7 Declaration for Motor Vehicles Importation | (POV Only) | Dated 5-2006 |
| Exhibit 7 EPA 3520-1 Air Pollution Compliance | (POV Only) | Dated 9-2009 |
| Exhibit 8 II RC-159 Treasury Department Supplemental Declaration | (All) | See 3-4.9.4 |

Exhibit 1

THE FOLLOWING DOCUMENTS MUST BE PROVIDED TO THE TSP BY THE TRAVELER PRIOR TO PICKUP OF THE
POV:

1. The front and back copy of the title OR a certificate of origin
(Forwarder will have a copy of the CFR 192.2 should U.S. Customs ask for the original title. Electronic copies of the title are not acceptable)
2. The original lien release (if the title shows a financial institution)
3. If the name on the title or lien is different than the name on the GBL, attach a copy of the marriage certificate.
4. The Government Bill of Lading (GBL)
5. A copy of the passport
6. A copy of the applicable travel authorization or travel order
7. Two copies of a power of attorney; (use the generic power of attorney form attached)
8. A copy of a valid driver's license
9. A completed Form JF 49 (State Department form) prepared by the employee. This form contains the required information on POV and pickup location)

Note to Transportation Counselor and Employee: All documents must be in the possession of the freight forwarder at least ten (10) calendar days prior to the pickup date

Note to Forwarder: If ALL documents are not received from the employee at least 10 calendar days prior to the pickup date, immediately notify the counselor and Operations Management at Transportationquery@state.gov that the POV pickup must be cancelled.

The employee will provide all of the POV documents to the forwarder except for the JF 49. The employee will provide the JF 49 to the Transportation Counselor

Note to Forwarder: Forwarder is required to brief the employee before pickup that at time of pickup the POV may not have more than ¼ tank of gas, no personal items, no after-market additions (i.e. ski / bike racks); you or anyone acting on your behalf will sign off on a condition report and accept a set of keys.

Exhibit 2
LIMITED POWER OF ATTORNEY
FOR
EXPORT/IMPORT OF PERSONAL EFFECTS AND VEHICLES
DATE _____

Applies to:

POV _____ Initial

Personal Effects _____ Initial

I hereby name and appoint _____
(Type or Print Name)

of _____ to be my lawful attorney-in-fact
to act on my behalf to conduct all transactions necessary with the U.S .Customs Service in the proper
exportation or importation of the below stated personal vehicle or Household Effects which are described
as

_____ Year
Make Model Color Body _____ Vehicle
Identification Number (VIN) Title Number

OR

_____ Household
Effects description
and to do all things necessary to ensure compliance with all requirements pursuant to section 192 of the
Customs Regulations.

Signature of Owner Owner's Name- Type or Print

Signature of Co-Owner Co-Owner's Name - Type or Print

Home Address of Owner City/State/Country Zip Code

Pursuant to the Customs regulation CFR 19 Part 111.29(b), if you are the importer of record, payment to the broker will not relieve
you of liability for Customs charges (duties, taxes, or other debts owed to Customs) in the event the charges are not paid by the broker.
Therefore, if you make payment by check, Customs charges may be paid with a separate check made payable to "U.S. Customs and
Border Protection" which shall be delivered to CBP by the broker.

Exhibit 3

This form is only to be used by new carriers pending adoption of EDI or as requested by the booking office.

Daily ITGBL Shipment Status Report- _____ HHE, UAB, CNS or POV

CARRIER'S NAME: _____

Packing Information Weight and pieces must be reported within five calendar days for UAB and seven calendar days for HHE, CNS and POV from the day after the shipment is picked up. Report should reach the DOS Office via e-mail to: TTMContracts@state.gov

Employee's Name _____

DA Shipment Number (Box 18 of GBL) _____

Pack Begin/Pack End/Pick-up Date _____/_____/_____

Origin/Destination (city, state and country) _____

GBL Number _____

Survey Weight _____

Pieces _____

Gross Weight _____

Net Weight _____

Cube _____

Date Requested Post's Permission to Ship _____

Date Permission Granted _____ (If post fails to respond within 3 days notify the booking office).

*Date Info Emailed to State Department (update with current date when information changes) _____

Shipping Information Shipping details must be reported within three calendar days for UAB and seven calendar days for HHE, CNS and POV from the permission date granted from post.

Date delivered to Pier _____

Port of Origin (no abbreviations) _____

Full Name of Airline/Shipping Lines _____

Ship Name _____

Voyage/Flight Number _____

Departure/Sail Date _____

Port of Discharge (air/sea) no abbreviations _____

ETA at Destination _____

Booking Number or Airway/Master Bill # _____

*Date Info Emailed to State Department (update with current date when information changes)_ _____

Delivery Information: Delivery information must be reported within one business day after the shipment is delivered to SIT or residence.

RDD _____

Date available for delivery (or put in SIT) _____

Date Delivered to Residence (actual not scheduled date) _____

Remarks if any (such as delay in Notification, Change Booking Details etc.) _____

*Date Info Emailed to State Department (update with current date when information changes)_ _____

Exhibit 4

Notification Procedures for all DA's for the- Daily ITGBL Shipment Status Report.

Please copy ALMarchive@STATE.GOV for ALL shipments.

Shipment number starting with **DC** Send report to TTMCONTRACTS@state.gov

Shipment number starting with **AI** Send report to AID, Copy to TTMCONTRACTS and to the counselor

Shipment number starting with **MI** Send report to USDA Miami, Copy to TTMCONTRACTS and to the counselor

Shipment number starting with **SE** Send report to USDA Seattle, Copy to TTMCONTRACTS and to the counselor

Shipment number starting with **EL** Send report to USDA ELSO, Copy to TTMCONTRACTS and to the counselor

Shipment number starting with **BR** Send report to USDA Brownsville, Copy to TTMCONTRACTS and to the counselor

Instructions for completing CBP Form 3299 for Free Entry of Unaccompanied Articles Dated 10-2009 (see Exhibit 5).

The 3299 must be completed as defined below. The employee will complete 1-7, the carrier's port agent will complete 8. A-F. **DO NOT** include the Employee's social security number (SSN) on the form.

Part I

To be completed by The Employee

1. Employee's full name as it appears in the passport
2. Employee's Date of Birth
3. Date the Employee will arrive
4. Employee's US Address including phone number if available
5. City where the Employee will clear customs (if available)
6. Name of Arriving Vessel carrier and flight/train (if available)
7. Names(s) of Accompanying Household Members

To be completed by The Carrier

8. Importation information
 - A. Date of Import
 - B. Name of Vessel
 - C. Origin of Shipment
 - D. Bill of Lading or Air Way Bill number
 - E. Number and kinds of containers
 - F. Marks and Numbers (see above, **DO NOT include the Employee's social security number (SSN) on the form**).

Part II

To be completed by The Carrier

The Employee is returning U.S. Personnel. The carrier is responsible for ensuring that all staff (including origin agents) are aware that DOS staff are US personnel and thus must complete Part III not Part II.

Part III

To be completed by The Employee

1. Date of Employee's last departure from the U.S. To be obtained from the Employee.
2. Employees Travel Orders. To be provided by the Employee.

Part IV

To be completed by The Employee

- A. If applicable.
- B. If applicable If item B (7) is selected duties may be collected.
- C. If applicable.
- D. Must be filled in only if selections were made from items A, B and C.

Part V

To be completed by The Carrier.

1. Name, 2. Sign & Date

Part VI

To be completed by The Employee

1. B. To be Selected, 2. Signed and 3. Dated

Part VII Leave Blank

Exhibit 5

DEPARTMENT OF HOMELAND SECURITY
 U.S. Customs and Border Protection

FORM APPROVED OMB NO. 1651-0014 Exp. 01-31-2010

**DECLARATION FOR FREE ENTRY
 OF UNACCOMPANIED ARTICLES**

19 CFR 148.6, 148.52, 148.53, 148.77

Paperwork Reduction Act Statement: An agency may not conduct or sponsor an information collection and a person is not required to respond to this information unless it displays a current valid OMB control number and an expiration date. The control number for this collection is 1651-0014. The estimated average time to complete this application is 45 minutes. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection, Office of Regulations and Rulings, 799 9th Street, NW., Washington DC 20229.

PART I -- TO BE COMPLETED BY ALL PERSONS SEEKING FREE ENTRY OF ARTICLES (Please consult with the CBP official for additional information or assistance. REMEMBER--All of your statements are subject to verification. False declarations or failure to declare articles could result in penalties.)

1. IMPORTER'S NAME (Last, first and middle)	2. IMPORTER'S DATE OF BIRTH	3. IMPORTER'S DATE OF ARRIVAL
4. IMPORTER'S U.S. ADDRESS	5. IMPORTER'S PORT OF ARRIVAL	
6. NAME OF ARRIVING VESSEL CARRIER AND FLIGHT/TRAIN		
7. NAME(S) OF ACCOMPANYING HOUSEHOLD MEMBERS (wife, husband, minor children, etc.)		

8. THE ARTICLES FOR WHICH FREE ENTRY IS CLAIMED BELONG TO ME AND/OR MY FAMILY AND WERE IMPORTED	A. DATE	B. NAME OF VESSEL/CARRIER	C. FROM (Country)	D. B/L OR AWB OR I.T. NO.
E. NUMBER AND KINDS OF CONTAINERS	F. MARKS AND NUMBERS			

PART II -- TO BE COMPLETED BY ALL PERSONS EXCEPT U.S. PERSONNEL AND EVACUEES

9. RESIDENCY ("X" appropriate box) I declare that my place of residence abroad <input type="checkbox"/> is <input type="checkbox"/> was	A. NAME OF COUNTRY	B. LENGTH OF TIME Yr. Mo.
C. RESIDENCY STATUS UPON MY/OUR ARRIVAL ("X" One)		
<input type="checkbox"/> (1) Returning resident of the U.S. <input type="checkbox"/> (2) Nonresident: <input type="checkbox"/> a. Emigrating to the U.S. <input type="checkbox"/> b. Visiting the U.S.		

10. STATEMENT(S) OF ELIGIBILITY FOR FREE ENTRY OF ARTICLES
 I the undersigned further declare that ("X" all applicable items and submit packing list) :

<p>A. Applicable to RESIDENT and NONRESIDENT</p> <input type="checkbox"/> (1) All household effects acquired abroad for which free entry is sought were used abroad for at least one year by me or my family in a household of which I or my family was a resident member during such period of use, and are not intended for any other person or for sale. (9804.00.05, HTSUSA)	<p>C. Applicable to NONRESIDENT ONLY</p> <input type="checkbox"/> (1) All household effects acquired abroad for which free entry is sought were used abroad for at least one year by me or my family in a household of which I or my family was a resident member during such period of use, and are not intended for any other person or for sale. (9804.00.05, HTSUSA)
<input type="checkbox"/> (2) All instruments, implements, or tools of trade, occupation or employment, and all professional books for which free entry is sought were taken abroad by me or for my account or I am an emigrant who owned and used them abroad. (9804.00.10, 9804.00.15, HTSUSA)	<input type="checkbox"/> (2) Any vehicles, trailers, bicycles or other means of conveyance being imported are for the transport of me and my family and such incidental carriage of articles as are appropriate to my personal use of the conveyance. (9804.00.35, HTSUSA)
<p>B. Applicable to RESIDENT ONLY</p> <input type="checkbox"/> All personal effects for which free entry is sought were taken abroad by me or for my account. (9804.00.45, HTSUSA)	

PART III -- TO BE COMPLETED BY U.S. PERSONNEL AND EVACUEES ONLY

I, the undersigned, the owner, importer, or agent of the importer of the personal and household effects for which free entry is claimed, hereby certify that they were in direct personal possession of the importer, or of a member of the importer's family residing with the importer, while abroad, and that they were imported into the United States because of the termination of assignment to extended duty (as defined in section 148.74(d) of the Customs Regulations) at a post or station outside the United States and the CBP Territory of the United States, or because of Government orders or instructions evacuating the importer to the United States; and that they are not imported for sale or for the account of any other person and that they do not include any alcoholic beverages or cigars. Free entry for these effects is claimed under Subheading No. 9805.00.50, Harmonized Tariff Schedule of the United States.

1. DATE OF IMPORTER'S LAST DEPARTURE FROM THE U.S.	2. A COPY OF THE IMPORTER'S TRAVEL ORDERS IS ATTACHED AND THE ORDERS WERE ISSUED ON:
--	--

PART IV -- TO BE COMPLETED BY ALL PERSONS SEEKING FREE ENTRY OF ARTICLES (Certain articles may be subject to duty and/or other requirements and must be specifically declared herein. Please check all applicable items and list them separately in item D on the reverse.)

<p>A. For U.S. Personnel, Evacuees, Residents and Non-Residents</p> <input type="checkbox"/> (1) Articles for the account of other person. <input type="checkbox"/> (2) Articles for sale or commercial use.	<p>B. For Residents and Non-Residents ONLY</p> <input type="checkbox"/> (7) Foreign household effects acquired abroad and used less than one year. <input type="checkbox"/> (8) Foreign household effects acquired abroad and used more than one year.
<input type="checkbox"/> (3) Firearms and/or ammunition. <input type="checkbox"/> (4) Alcoholic articles of all types or tobacco products.	<p>C. For Resident ONLY</p> <input type="checkbox"/> (9) Personal effects acquired abroad.
<input type="checkbox"/> (5) Fruits, plants, seeds, meats, or birds. <input type="checkbox"/> (6) Fish, wildlife, animal products thereof.	<input type="checkbox"/> (10) Foreign made articles acquired in the United States and taken abroad on this trip or acquired abroad on another trip that was previously declared to CBP.
<input type="checkbox"/> (11) Articles taken abroad for which alterations or repairs were performed abroad.	

CBP Form 3299 (10/09)

GSA 2012-20013 Request for Offers
 Centralized Household Goods Traffic Management Program (CHAMP)

Exhibit 5 Continued

D. LIST OF ARTICLES

(1) ITEM NUMBER CHECKED IN PART IV, A., B., C.	(2) DESCRIPTION OF MERCHANDISE	(3) VALUE OF COST OF REPAIRS	(4) FOREIGN MERCHANDISE TAKEN ABROAD THIS TRIP: <i>State where in the U.S. the foreign merchandise was acquired or when and where it was previously declared to CBP.</i>

PART V -- CARRIER'S CERTIFICATE AND RELEASE ORDER

The undersigned carrier, to whom of upon whose order the articles described in PART I, 8., must be released, hereby certifies that the person named in Part I, 1., is the owner or consignee of such articles within the purview of section 484(h), Tariff Act of 1930.

In accordance with provisions of section 484(h), Tariff Act of 1930, authority is hereby given to release the articles to such consignee.

1. NAME OF CARRIER	2. SIGNATURE OF AGENT (Print and sign) Date
--------------------	--

PART VI -- CERTIFICATION TO BE COMPLETED BY ALL PERSONS SEEKING FREE ENTRY

I, the undersigned, certify that this declaration is correct and complete.

1. "X" One <input type="checkbox"/> A. Authorized Agent* (From facts obtained from the importer) <input type="checkbox"/> B. Importer	
2. SIGNATURE	3. DATE

**An Authorized Agent is defined as a person who has actual knowledge of the facts and who is specifically empowered under a power of attorney to execute this declaration (see 19 CFR 141.19, 141.32, 141.33).*

PART VII -- CBP USE ONLY (Inspected and Released)	1. SIGNATURE OF CBP OFFICIAL	2. DATE
---	------------------------------	---------

CBP Form 3299 (10/09)

Instructions for completing DOT HS-7 Declaration for Motor Vehicles Importation Dated 5-2006 (see Exhibit 6)

A cleaner copy of this form may be obtained from www.nhtsa.gov. As of June 4, 2010 the form is at <http://www.nhtsa.gov/cars/rules/import/hs799short.pdf>

To be completed by The Carrier

- Port of Entry
- Customs Port Code
- Customs Entry No.
- Entry Date.

To be completed by The Employee

- Make of Vehicle
- Model, Year
- Vehicle Identification Number (VIN)
- The Employee shall select the appropriate eligibility number on the form (1-13). Re-imported US manufactured vehicles are eligible under 2A.
- Name of Importer
- Importer's Address
- Name of Declarant
- Declarant's Capacity (Owner)
- Sign and Date.

EPA 3520-1 Air Pollution Compliance (POV Only) Rev. 10-10 (see Exhibit 7)

To be completed by The Employee

4. Vehicle Identification Number (VIN)
5. Manufacture Date
6. Manufacturer (make)
7. Model
10. Owner
12. Signature
13. Date
14. Name, company and phone

To be completed by The Carrier

- 1.-3.
9. Importer
11. Storage location

Commercial imports, leave blank

8. Applies only to codes A,C,J,Z

U.S. conforming and “identical” vehicles

Appropriate box to be selected by employee. Notify TransportationQuery@state.gov if vehicle is non-conforming do not move without authorization from DOS Transportation Operations.

Exhibit 7

Form Approved OMB 2060-0095

		United States Environmental Protection Agency	
Declaration Form		Importation of Motor Vehicles and Motor Vehicle Engines Subject to Federal Air Pollution Regulations	
U.S. E.P.A., Compliance & Innovative Strategies Division, 2000 Traverwood Drive, Ann Arbor, MI 48105 http://www.epa.gov/otaq/imports Phone (734) 214-4100; Fax (734) 214-4676.			
<p>This form must be submitted to the U.S. Customs and Border Protection (Customs) (42 USC 7522, 7601: 19 CFR 12.73) for each motor vehicle (including motorcycles, disassembled vehicles, kit cars, light-duty vehicle/motorcycle engines) imported into the U.S., except that this form is not required for motor vehicles that are imported by their original manufacturer and are new and are covered by an EPA certificate of conformity and bear an EPA emission control label. One form per shipment may be used, with attachments including all information required to fully describe each vehicle or engine as below. Check the box below indicating the provisions under which you are importing this vehicle or engine. Offroad vehicles/engines and heavy-duty engines must use form 3520-21. Note: Although only imports using codes G, I, K, L, M-3, and O require specific written authorization from EPA, Customs may request EPA review of importer documentation and eligibility for any import using this form. A nonconforming vehicle that is ineligible for the exemptions or exclusions listed below, must be imported through an independent commercial importer (ICI) under codes A, C, J, or Z. For codes A, C, J, and Z, EPA does not authorize the release to the vehicle owner.</p> <p>Penalties: Any person who knowingly makes any false or fraudulent statement, or omits or conceals a material fact can be fined up to \$250,000 or imprisoned for up to 5 years, or both (18 USC 1001). Any person who improperly imports a motor vehicle (including a motorcycle) or engine may be fined up to \$32,500 per vehicle or engine (42 USC 7524), and may be subject to forfeiture of the entire importation bond, if applicable (40 CFR 85.1513), and the U.S. Customs Service may seize the vehicle or engine (19 CFR 162.21).</p>			
Description and Declaration of Motor Vehicle or Motor Vehicle Engine (Note: Heavy-duty Engines must use form 3520-21)			
1. Port code:	2. Entry date: (mm/dd/yyyy)	3. Customs entry number:	4. Vehicle Identification Number (VIN), or engine serial number:
5. Manufacture date (mm/yyyy):	6. Manufacturer (make):	7. Model:	
8. ICI imports only, codes A, C, J, Z - EPA certificate no., model year and expiration date of applicable certificate:			
Names, Addresses, and Telephone Numbers of Relevant Parties			
<p>Certification: I certify that I have read and understand the purpose of this form, the penalties for falsely declaring information, or for providing misleading information, or for concealing a material fact. The information I have provided is correct, and all required attachments are appended to this form. I authorize EPA Enforcement Officers to conduct inspections or testing permitted by the Clean Air Act. I am the owner, importer, or agent for the owner or importer.</p>			
9. Importer (code B: must be certificate holder or their agent for shipments of new vehicles prior to introduction into commerce; codes A, C, J, Z: must be ICI):	10. Owner:	11. Storage location:	12. Signature:
			13. Date:
			14. Name, company and phone (type or print):
U.S. conforming and "identical" vehicles			
<input type="checkbox"/> code B - U.S. certified - unmodified vehicle bearing a U.S. EPA emission control label in engine compartment (or on motorcycle frame) in English.			
<input type="checkbox"/> code F - U.S. certified, catalyst restoration - U.S. certified vehicle as described above, except that the catalyst, oxygen sensors or fuel filler neck restrictor were removed or damaged. The importer attests that the catalyst and oxygen sensors and fuel filler neck restrictor, as applicable, will be re-installed or replaced after importation. If leaded gasoline was used, the importer attests that after importation (1) the fuel tank will be drained and refilled with unleaded gasoline, (2) the catalyst and oxygen sensors, if they were left on the vehicle during use of the leaded gasoline, will be replaced, and (3) the fuel filler neck restrictor will be checked and replaced as necessary. No bond or EPA approval is required.			
<input type="checkbox"/> code EE - identical in all material respects to a U.S. certified version - either 1) Canadian vehicle (proof required e.g. Canadian emission control label, registration or title, or letter from the U.S. or Canadian manufacturer representative on letterhead verifying manufacture for sale in Canada) on EPA list of Canadian "identical" models, or 2) vehicle from any country with letter attached to this form from the manufacturer's U.S. representative on letterhead (not a dealer or mechanic) stating that the vehicle is identical to a U.S. EPA certified version with respect to emissions. The importer attests that vehicle is being imported for purposes other than resale or lease. For import of "identical" Canadian vehicles for resale, use code FF .			
<input type="checkbox"/> code FF - Canadian "identical" models imported for resale or lease - Canadian vehicle as described above appearing on EPA list of Canadian "identical" models, imported for resale or lease. The importer attests that the importer will satisfy applicable labeling, warranty and CAFÉ requirements as specified by EPA.			
EPA exempted vehicles			
<input type="checkbox"/> code M - miscellaneous exemption , either 1) Canadian vehicle as described above (proof required) and the importer is either permanently emigrating to the U.S. or will reside in the U.S. for greater than one year under a worker or student visa, or 2) Canadian vehicle received by U.S. resident through inheritance, or 3) EPA hardship letter based on unforeseen and extraordinary circumstances is attached to this form.			
<input type="checkbox"/> code E - vehicle at least 21 years old (calendar year of manufacture subtracted from year of importation) and in original unmodified configuration is either exempted or excluded from EPA emission requirements, depending on age. Vehicles at least 21 years old with replacement engines are not eligible for this exemption unless they contain equivalent or newer EPA certified engines. Customs may require proof of vehicle age.			

EPA Form 3520-1 (Rev. 10-10) Previous editions are obsolete

Pg 1 of 2

Exhibit 7 Continued



United States
Environmental Protection Agency

Excluded vehicles

- code L - racing vehicle** as determined by EPA and may not be registered or licensed for use on or operated on public roads or highways (40 CFR 85.1511(e)); **EPA letter of approval must be attached to this form.**
- code U -2005 model year (or older) motorcycle, scooter or moped** with engine displacement less than 50cc and with rated speed greater than 5000 rpm.
- code W - non-chassis-mounted engine** to be used in a light-duty vehicle or light-duty truck or motorcycle which is currently covered by an EPA certificate or will be covered by an EPA certificate prior to introduction into commerce.
- code Y - unregulated fuel** - a vehicle that: (1) for model years earlier than 1991 operates on fuel other than gasoline or diesel fuel, or (2) for 1991- 1996 model years operates on fuel other than gasoline or diesel or methanol fuel, or (3) for 1997 and later model years operates on fuel other than gasoline or diesel or methanol or ethanol or compressed natural gas (CNG) or liquid petroleum gas (LPG), including propane. This exemption does not apply to 2004 and later model year vehicles.

Temporary imports

- code G** - imported for **repair or alteration** in accordance with 40 CFR 85.1511(b)(1). May not be registered or licensed for use on, or operated on public roads or highways, or sold or leased in the U.S. **Customs bond required.** EPA requests that the vehicle be bonded for at least its full value. EPA letter of approval must be attached to this form.
- code I** - imported for **testing** purposes in accordance with 40 CFR 85.1511(b)(2). May not be registered or licensed for use on or operated on public roads or highways (except operation that is integral to the purpose of the testing program) or sold or leased in the U.S. **Customs bond required.** EPA requests that the vehicle be bonded for at least its full value. EPA letter of approval must be attached to this form.
- code K** - imported for **display** (solely for public or business purposes, and not for private purposes or U.S. market sales promotions) in accordance with 40 CFR 85.1511(b)(4). May not be registered or licensed for use on or operated on public roads or highways (except operation that is integral to the purpose of the display) or sold or leased in the U.S. **Customs bond required.** EPA requests that the vehicle be bonded for at least its full value. EPA letter of approval must be attached to this form.
- code N** - imported for up to one year by member of the armed forces or personnel of a foreign government on assignment to the U.S., for whom free entry has been authorized in writing by the U.S. Department of State, or a member of the armed forces of a foreign country with official orders for duty in the U.S.
- code O** - imported by nonresident for personal use by an individual for a period up to a year. EPA letter of approval must be attached to this form.

Independent commercial importer (ICI) imports

- code A** - imported by an ICI for modifications in accordance with a valid EPA certificate of conformity issued for the specific make, model, and model year in accordance with 40 CFR 85.1505.
- code C** - imported by an ICI for modification and testing in accordance with 40 CFR 85.1509. Vehicle must be at least 6 years old.
- code J** - imported by an ICI for the purpose of pre-certification testing in order to obtain an EPA certificate of conformity. No EPA approval is required. The ICI has 180 days to obtain a certificate or export (40 CFR 85.1511(b)(3)). **Customs bond required.**
- code Z** - imported by an ICI for the purpose of modifying to be identical to an original equipment manufacturer (OEM) certified version in accordance with written instructions from the OEM that are specific to the vehicle being imported.

OEM imports

- code H** - imported, owned, and controlled directly by an original equipment manufacturer (OEM) on EPA list of OEM certificate holders provided to Customs, for research, development or testing purposes in accordance with 40 CFR 85.1706. This is a temporary exemption without time limit. If the vehicle is subsequently covered by an applicable EPA certificate of conformity, it is released from the restrictions of this exemption.
- code Q** - imported, owned, and controlled directly by an original equipment manufacturer (OEM) on EPA list of OEM certificate holders provided to Customs, for storage pending receipt of the applicable EPA certificate of conformity, which is pending and imminent. Use of this code is no longer permitted once EPA has issued the applicable certificate of conformity.

U.S. Department of Transportation Requirements

Note: Importers of vehicles that are primarily manufactured for use on public roads must also file an HS-7 Declaration form to identify the basis for the vehicle's admission under the laws administered by the U.S. Department of Transportation. For more information, see www.nhtsa.dot.gov/cars/rules/import/.

Paperwork Reduction Act Notice

This information is collected to ensure that motor vehicles and engines imported into the U.S. conform with applicable emission requirements. Responses to this collection are mandatory (40 CFR 85.1501 et seq., and Clean Air Act Sections 203 and 208). Information submitted to the Agency under a claim of confidentiality will be safeguarded according to policies set forth in Title 40, Chapter 1, Part 2, Subpart B. The public reporting and recordkeeping burden for this collection of information is estimated to average 30 minutes per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed form to this address.

II RC-159 Treasury Department Supplemental Declaration (see Exhibit 8)

Background: Office of Management and Budget (OMB) has found that the II RC-159 Treasury Department Supplemental Declaration does not meet guidelines and cannot be demanded by customs officers as a routine form. Nonetheless, some customs officers still require this form possibly causing transportation delays if the form is unavailable. Although the form is not authorized, the forwarder should request the form as the traveler may not be available when the shipment is clearing customs. **Instruct the employee not to fill in the SSN field.** Supply a copy of the passport instead.

The carrier is directed to accept the form and keep it on file. It must not be submitted as a part of a standard customs package. If a customs officer requests the form the carrier is asked to contact our office with the name of the officer so the Department of State can work with CBP to resolve the issue. DOS will advise carriers of revised instructions as the situation develops.

Exhibit 8

TREASURY DEPARTMENT
U.S. CUSTOMS SERVICE

SUPPLEMENTAL DECLARATION FOR
UNACCOMPANIED PERSONAL AND HOUSEHOLD EFFECTS

1. OWNER OF HOUSEHOLD GOODS (Last name, first and middle)	
2. DATE OF BIRTH:	3. CITIZENSHIP
4. PASSPORT (Country and number)	
5. SOCIAL SECURITY NO:	6. RESIDENT ALIEN NO:
7. U.S. ADDRESS	10. EMPLOYER
11. POSITION WITH COMPANY	
8. FOREIGN ADDRESS	
12. LENGTH OF EMPLOYMENT	
9. REASON FOR MOVING	13. NATURE OF BUSINESS
14. NAME & TELEPHONE OF COMPANY OFFICIAL WHO CAN VERIFY ABOVE INFORMATION	
15. NAME AND ADDRESS OF FREIGHT FORWARDERS, PACKERS AND SHIPPING AGENTS	
16. SHIPMENT ITINERARY (Specific place of loading and intermediate ports)	
17. CERTIFICATION	A. AUTHORIZATION AGENT B. IMPORTER (Check One)
18. SIGNATURE	

FORM II-RC-159