

Transportation Service Providers Partnership Meeting
Crystal Mall 3 – Room C-43
June 9, 2004

Meeting Facilitator – Scott Tiedt, Transportation Programs Branch

Scott opened the meeting and welcomed the participants. The purpose of this meeting is to provide a forum for Transportation Service Providers (TSPs) to discuss their concerns as they relate to the GSA freight and household good programs and the Transportation Management Services Solution (TMSS) system. This meeting is for the TSPs, therefore TSP attendees are encouraged to take an active role to elevate their issues and concerns.

Welcome – Tauna Delmonico, Director, Travel and Transportation Management Division

Tauna welcomed the group and stated TMSS is her group's major push. Tauna encourage attendees to submit suggestions for the Household Goods Relocation Committee Executive Director position vacated with the recent retirement of Charlie Hill, NOAA.

EDI Interface between TMSS and TSPs – Pat LaPella

Pat discussed electronic data interchange between TMSS and TSP systems. TMSS is at a critical point as we proceed with the next modules. EDI may play a key role at some point in the future with TMSS booking, invoicing, shipment status, and delivery. GSA wants input from the TSPs to better understand their requirements. Pat discussed the survey designed to evaluate EDI transactions. EDI is not mandatory. GSA intends to allow TSPs to use the email based information cross flow currently seen in TMSS or allow TSPs to select the EDI functions they wish to use. In time, GSA will prefer a system-to-system interface to the extent possible.

Next TMSS modules are Complete Shipment, Pre-payment Audit, and Payment. Additional system functionality will enhance ease of use. Release dates for next modules are Fall 2004 and Winter 2005. (Survey and Presentation attached)

Rate Filing

HHG TSPs can file domestic and international rates during the open window within their scope of operation. The next open window for freight and household goods will be August 2004. GSA programmers are working on a way for TSPs to view their filed rates prior to release to the user (shipper) to insure rates are loaded correctly. The goal is to post rates in TMSS for the user to utilize 15 days prior to the effective date.

Global Updates

GSA programmers are also working on the HHG global rate update functionality. The goal is to have it similar to the freight global update in TMSS. Plan is to have this updated for rate filing August 2004.

Bill of Lading Number (8 vs.14 characters)

TMSS generates a 14-character Bill of Lading number. The GBL has a standard 8-character field. A change from 8 to 14 characters may require programming lead-time. Agencies with legacy systems may incur expense and challenges. This issue was brought up to the TSPs to determine the impact of a 14 character bill of lading number. The TSP group's consensus indicates modification would have minimal impact as long as advance notice is given. Scott mentioned bills of lading have already been produced in the TMSS system. Scott also mentioned that GSA will send out a listserv message (email) if the TMSS bill of lading numbering design is changed to 8 characters. Stakeholders include the TSPs, agencies, finance and accounting, audits.

Public Voucher SF1113 – Ted Bembenek, Office of Governmentwide Policy

Ted's group is reviewing the retirement of the Public Voucher SF1113. Retirement may not be in the near future because of ongoing manual processing by TSPs and agencies. There are legal concerns that would also need to be addressed. Prior to retirement, a Federal Register Notice requesting comment will be published. Elimination is in line with the Paper Reduction Act.

Transportation Consultant – Ted Bembenek

Ted is also hiring a consultant to survey agencies and TSPs regarding transportation issues. Ted is calling this the "Let No Stone Be Unturned" Program. All transportation issues that you think the government should review should be raised. This includes transportation regulations and their effectiveness along with needed or recommended changes.

Electronic Transportation System – Ted Bembenek

Ted is developing policy to mandate the use of an electronic transportation system for all government transactions (service ordering, payments, etc.). Intention is to make the process less burdensome for the agencies and TSPs. All government agencies will be required to use an electronic system. This includes all processes effecting transportation functions across the government. Jim Fitzgerald, GSA Audits Division, will require electronic submission of tenders to his office. Over 80 percent of business volume comes from the Department of Defense. Currently 94% of the transactions reviewed are electronic.

Household Goods Local Agent Relationship

When a shipment is booked within TMSS, it is booked with the primary TSP. The primary TSP accepts the shipment offer on behalf of the local agent. The primary TSP may give their local agent access to TMSS or retain control of the shipment. The HHG TSPs (prime) have the ability to pre-populate or load all their local agents into TMSS by clicking onto the "Local Agent" radio button located on the Main page. It is highly recommend TSPs populate their local agents because this will allow the user (shipper) to select a local agent that has an agreement with the prime TSP during the booking process. As this process matures within the TMSS system, users will be able to book with the local agent with a notification to the prime TSP. Key is for the prime TSP to load and maintain the "Local Agent" file.

Standard Tender of Service – Zip Code Based Tariff

GSA uses PC Miler Origin/Destination ZIP Code mileage. Freight costs are based on weight and mileage. One TSP recommends adopting a standard ZIP Code tariff. Army and Navy use one and the Department of Defense has embraced the idea. Adoption of a ZIP Code based rate tariff for less than truckload shipments would require GSA to conduct a major overhaul of the Standard Tender of Service (STOS). Another suggestion was to allow TSPs Origin/Destination coverage exceptions. For example, MA could have one set of rates and Martha's Vineyard and Nantucket an exception rate. Scott agreed a Zip Code based structure has merit, but stated GSA would probably not pursue the change at this time due to other pressing issues. The proposal is a 5-digit ZIP Code method for filing rates.

Standard Tender of Service – Full Valuation

Full Valuation on freight shipments – STOS clarification status.

The Kansas City Freight Program Management Office plans to update the STOS to clarify the responsibility of shippers to declare the value of a shipment on the document that constitutes the contract of carriage. Below is the proposed language and rationale for the update. Meeting participants had not further comments on the proposed language.

GSA Freight Standard Tender of Service SECTION 1 - GENERAL

ITEM 1-1 SCOPE OF THE TENDER OF SERVICE (TOS):

EXISTING LANGUAGE:

D. CARRIER LIABILITY: Notwithstanding any provision of 41 CFR Part 102-118, property transported under provisions of this TOS shall be valued at full value.

PROPOSED LANGUAGE:

D. CARRIER LIABILITY: Notwithstanding any provision of 41 CFR Part 102-117 and 102-118, cargo transported under provisions of this TOS shall be valued at full value unless otherwise stated on the document that constitutes the contract of carriage. However, the shipper should provide the actual value of the shipment on the document that constitutes the contract of carriage between the shipper and carrier (also known as the Transportation Service Provider (TSP)) to ensure full value protection is provided. To avoid the risk of loss and damage claims, shippers should also describe the cargo on the document that constitutes the contract of carriage. Full value is stated in dollars and is considered the actual value of the cargo for reimbursement purposes. This statement incorporates the Interstate Commerce Act (ICA) "Carmack Amendment" (see 49 U.S.C. 14706(a)(1)), which states, in essence, that the TSP is liable for the actual loss incurred during transport. This full value service is the hallmark of our program. However, to get full value protection, the shipper must also provide the "stated value" of the shipment on the bill of lading, the document that constitutes the contract of carriage between the shipper and TSP. This has been upheld in several General Services Board of Contract Appeals (GSBCA) cases (GSBCA 13877, 11/6/97; and 13869, 12/22/97). The Board has found that while a TSP is responsible for the contents of the bill of lading, a TSP is only responsible for what the parties have apparently mutually agreed to.

GSA's General Counsel advises us that where there is no indication of the actual value or contents of a STOS shipment on the bill of lading beyond a general description, the GSBCA would likely find that the contract bill of lading failed to place the TSP on notice that it was actually carrying for example an \$80,000 item or whatever the actual value of the commodity was. The bill of lading must specify the declared value of the commodity. The STOS requires TSPs to maintain minimum public liability insurance as required by Federal, State, and local regulatory agencies. If the shipper declares the value of a commodity in excess of the TSP's liability insurance, then the TSP has the opportunity to either purchase additional insurance to protect itself or to refuse the shipment.

Household Goods TSP Application Process

The HHG TSP must complete an application to participate in the Central Household Goods Traffic Management Program (CHAMP). The application window opens o/a July 1st and will remain open for 60 days. TSPs must download the application from GSA's website, complete it, and return it to the GSA Program Office in Kansas. The household goods application process is more stringent than the freight application process. Brian Kellhofer and Kim Chancellor (816-823-3647/50) are the points of contact.

Open Season Rate Filing Reminder

GSA will issue the Request for Offer in mid August to solicit industry for initial household good rates and supplemental freight rates. TSPs have 45 days (or there-about) to file their rates on-line via TMSS or via the File Transfer Protocol server (reference the specific open window dates from the RFO when it is released). A listserve (email) notification will be sent to TSPs regarding the RFO posting/open window.

It is important for TSPs to ensure the booking contact information (Email, Phone, Fax) are complete and accurate. We have received notices from users that the email, phone, fax are not always accurate. Per the next RFO, GSA will mandate an email address for each filed rate (HHG and freight). GSA is requiring an email for each rate due to the fact TMSS cross flow communication is predicated on email activity. Contact information can be updated at anytime by the TSP via TMSS by clicking on the radio button "Update Contact Info" on the TMSS Maine page. Contact GSA to have access granted if you don't already have it. TMSS Group Administrators have the authority to update booking contact information.

TMSS Training

Scott informed the meeting participants that there is a TMSS training class available at 1PM after the meeting. Periodically check the TMSS URL, www.moveit.gsa.gov, for additional training opportunities at our regional offices and in Arlington, Virginia.

Rates under Relocation Schedule

GSA is considering reworking the move management statement of work (SOW) under the GSA Relocation Schedule. The Centralized Household Goods Traffic Management Program (CHAMP) prohibits broker participation. To alleviate a potential broker situation, we are considering drafting verbiage in the SOW that says a move manager must honor the carriers filed CHAMP rate when using GSA rates. This would eliminate

the margin between what the GSA rate is and the amount the move manager pays to carrier. Indications are that GSA rates are rarely used under the Relocation Schedule, but we are also receiving feedback regarding this issue.

This change would effect only those shipments moved under GSA Relocation Schedule using Government tender rates. Discussion led into how move management invoices are pre-audited. We may include verbiage in the SOW is it related to invoicing. Any and all changes will be worked through the GSA Contracting Officer.

Events

The next GSA/AMSA Conference is set for February 23 – 25, 2005 at the downtown Marriott in Philadelphia, Pennsylvania. Mark your calendars, watch for further details, and plan to attend. With much greater lead time, we expect to have more participation than what we had in Atlanta.

Adjournment

Meeting concluded around 12:15 p.m. The next meeting scheduled for December 8, 2004.

Meeting Participants:

No.	Name	TSP/Company/Agency
1	Steve Richard	Allegiant Move Management
2	Mark Greene	Arpin International
3	Stephen Hollingsworth	Atlas Van Lines
4	Scott Michael	AMSA
5	David Gage	Capitol Relocation
6	Amber Tucker	Cedant
7	Cindy Sailor	Cedant
8	Bill Bravsford	Cedant
9	Gwen Jordan	Coleman American
10	Dave Ellison	Eagle Global Logistics
11	Susan Alexander	Fanelli Brothers Trucking Co.
12	Richard Snyder	Federal Moving & Storage
13	Richard Puyans	Galileo Logistics Services
14	Tony Cicala	GSA National Capital Region
15	Robert Watkins	GSA FBCP
16	Lisa Hawvermale	GSA National Capital Region
17	Norman A. Bryan	GSA National Capital Region
18	John Wheeler	GSA National Capital Region
19	Ted Bembenek	GSA OGP
20	Tauna Delmonico	GSA FBL
21	Pat Lapella	GSA FBC
22	Bob Hoff	GSA LP
23	Blaine Jacobs	GSA FBLF
24	Betty Taylor	GSA FBA
25	Mary Anne Sykes	GSA FBLF
26	William Kemp	GSA FBCS

27	Jim Fitzgerald	GSA FBA
28	Scott Tiedt	GSA FBLF
29	Tom Zirk	Greenmount International
30	Mike Berry	Hilddrup Moving & Storage Co.
31	Fran Vollaro	Interdean Interconex
32	Art Ponack	Intermodal Logistics Systems
33	Robert Nease	Interstate International, Inc.
34	Tom McGee	Kloke Group – Mayflower
35	Dale Traver	McCollister's
36	Pam Watson	Move Management
37	Linda Rothleder	MMC
38	Tom Swartz	Overnite
39	Bill Paxton	Paxton Van Lines
40	Freddy Paxton	Paxton Van Lines
41	Peter McLaughlin	Priority Air Express
42	Kathy Hansen	Prudential Relocations
43	John Ryan	Remax Relocation Services
44	Steve Garth	Roadway
45	Jennifer Robertson	Robinson Forwarding
46	Carl Seaton	Seaton Van Lines
47	Paul Dixon	South Hills Movers
48	Raeann Moore	Starck Van Lines
49	Peggy Wilken	Stevens Worldwide
50	Sonja Pullaro	Unigroup Inc.
51	Mike Engel	Unigroup Inc.
52	Charlie Kohl	Unigroup/United Van Lines
53	Laurinda Woody	United Van Lines
54	Garnel Palin	USPS
55	Anthony Barsi	USPS