

GSA01 Tariff Restructure

Current GSA01 Provision	Proposed	Notes
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GSA owns the GSA01, but it is maintained and published by AMSA	GSA own, maintain and publish new tariff.	
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<p>Linehaul Transportation Charges: Included is one pickup and loading at point of origin and one delivery and unloading at point of destination</p>	<p>Linehaul to also include an Origin Service Fee (OSF) and a Destination Service Fee (DSF). In the 400NG, these include elevator, stair, long carriers and ATC charges. Tariff study suggest we add first 30 days of SIT and one (1) Extra pickup/delivery. We would also suggest to consider: parking permits, heavy/bulky items to include pianos/organs, shuttle service, crating up to \$250 or \$500?, uncrating, servicing of appliances (except 3rd party charges). Possible other additions: debris pickup; extra labor, long carry and all charges related to mini-storage (standard charge OK and then all other in rate?); all surcharges or security fees associated with the ocean portion of Alaska moves; fees for reserving parking on streets or apartment bldgs; special motorcycle container (Clip-Lok); all POV fuel surcharges whether transported via a separate hhg trailer or a car carrier; all cost and labor associated with a tv carton or box(LCD, LED, plasma) .</p>	
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Linehaul and SIT Rate Offers: Currently offered from a Service Area to a Service Area (a service area could contain one or more states).	It has been proposed that we move to a 3 digit zip code basis similar to the 400NG. Or do we maintain Service Areas or look at restructuring them?	
Valuation: Currently we have \$6.00 as the basic coverage. Certain SROs for domestic have \$6.50, \$7.00 and \$10.00	Can we combine to fewer than 4 levels of valuations?	
MaxPak	It has been proposed that we move to Full Pack. Or do we stay with MaxPak?	
Fuel Surcharge: (Nat'l Avg minus \$2.999) multiplied by (number of miles divided by 5)	Keep as is, but consider including a capacity factor into the calculation.	

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Number of Rate Filings: Twice a Year	400NG accepts rate offers once a year - one set for peak and one set for non-peak. Would this be beneficial to CHAMP?	
Annual Rate Adjustment: Based on the CPI and CEU Indices. Must be approved each year by the CHAMP	Basically the same in the 400NG. However, it has been indicated that the 400NG approves the adjustment more frequently than CHAMP.	
Containerized Shipments: No provisions in GSA01	Include the ability for TSPs to file a containerized rate offer. Same provisions as regular rates would apply.	
OTOs: No provisions in GSA01	Standardize OTO requirements.	
Shuttles	Need to review.	
Crating	Need to review.	

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Pre & Post Payment Audits	When provided as a service related to Move Management Services, consider requiring that prepayment audits be conducted by an independent, non-affiliated auditor either approved under Schedule 520 or approved by GSA's Audits. For postpayment audits, require the Move Manager to submit all required documentation.	
Searchable: GSA01 not currently available electronically.	Provide new tariff in an electronic version that is searchable.	
Content Management	Ability for tariff and supporting documents (HTOS and RFOs) to be searchable and when a change is made in one, that change is automatically carried over to the other documents.	
Prohibited Articles	The 400NG currently has a list of prohibited articles. Would this be helpful in new tariff?	