

## 400-N Tariff

### Item 40 General Price Adjustment

A periodic General Price Adjustment (GPA) will apply on all rates and charges named in this tariff as provided herein.

1. Effective January 1<sup>st</sup> of each calendar year, the rates and charges in this tariff shall be subject to a General Price Adjustment as determined by the selected U.S. Department of Labor indices for a preceding 12-month annual basing period (e.g. from July to July).
2. Applicable U.S. Department of Labor indices are as reported on the Bureau of Labor Statistics [www.bls.gov](http://www.bls.gov)\* web site (tariff users may also refer to the [www.promover.org](http://www.promover.org) web site for current U.S. Department of Labor indices information), as follows:
  - A) CPI Index information is based on the Consumer Price Index, for All Urban Consumers (CPI-U), Not seasonally adjusted, U.S. City Average, for All Items (less Food and Energy), Series ID cuur0000SA0L1E.
  - B) CEU Index information is based on the average hourly earnings of production workers in the National Employment Index for Hours and Earnings, not seasonally adjusted, for Transportation and Warehousing, specialized freight trucking, under NAICS Code 4842, Series ID ceu4348420008.
3. The General Price Adjustment will be based on the increase in the CEU times .41 (representing the labor portion of carriers' expenses) plus the increase in the CPI times .59 (representing the reciprocal of .41), as specified in Paragraph 2, from July to July of each subsequent calendar year. For example, the basing period is July 2019 to July 2020 for the January 1<sup>st</sup>, 2021 adjustment.
4. To determine the General Price Adjustment to apply, first determine the unadjusted indexes (July to July basing period) for each index (CPI and CEU) applicable at the beginning and at end of the specified basing period. Second, to determine the percentage increase in the CEU, subtract the beginning CEU from the ending CEU and divide that answer by the beginning CEU. Multiply that answer times .41. Third, to determine the percentage increase in the CPI, subtract the beginning CPI from the ending CPI and divide that answer by the beginning CPI. Multiply that answer times .59. Finally, add the two weighted subtotals together to determine the GPA percentage increase/decrease to apply. The GPA calculation will be rounded to nearest tenth of percent according to normal rounding procedures.

For example:

	July 2022 to July 2023*		% Change	Times Factor	= GPA
CPI Index	295.646	309.402	4.653	.59	2.74
CEU Index	27.56	28.81	4.536	.41	1.86
GPA Total Effective January 1, 2024					4.6%

The General Price Adjustment (GPA) will apply for all shipments loading beginning on the following January 1<sup>st</sup> through December 31<sup>st</sup>.

5. Notwithstanding any other provisions of the tariff, the General Price Adjustment WILL NOT APPLY to the provisions of Item 3, Released and Declared Shipment Value.
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HHGCB 400-N Tariff Page References:

- 3<sup>rd</sup> Revised Page 43 – Effective April 1<sup>st</sup>, 2006
- 2<sup>nd</sup> Revised Page 44 – Effective January 1<sup>st</sup>, 2007
- \*Parsifal uses **the most recent BLS data** to show the January 1<sup>st</sup>, 2024 change.

Alternatively, to access the data, click or copy this website - <http://data.bls.gov/cgi-bin/srgate> - and from this link, enter the series ID's. :

- CPI-U = cuur0000SA0L1E
- CEU = ceu4348420008



## 400-N Historical Tariff Rate Adjustments 2008 to present

**Table 1: Represents the increases since the Surface Transportation Board required AMSA dissolve the Household Goods Carriers Bureau.**

Effective Date	End Date	Remark	Percent Adjustment	Multiplier	Cumulative Adjustment Example
1/1/2008		HHGCB Dissolved <sup>1</sup>			\$ 100.00
1/1/2008	12/31/2008	Increase 3.4%, as per Item 40 <sup>2</sup>	3.4%	1.034	\$ 103.40
1/31/2008		Rand-McNally Mileage Guide #19 <sup>3</sup>			
1/1/2009	12/31/2009	Increase 3.2%, as per Item 40	3.2%	1.032	\$ 106.71
1/1/2010	12/31/2010	Increase 0.8%, as per Item 40	0.8%	1.008	\$ 107.56
1/1/2011	12/31/2011	Increase 2.2%, as per Item 40	2.2%	1.022	\$ 109.93
1/1/2012	12/31/2012	Increase 2.0%, as per Item 40	2.0%	1.02	\$ 112.13
1/1/2013	12/31/2013	Increase 1.6%, as per Item 40	1.6%	1.016	\$ 113.92
1/1/2014	12/31/2014	Increase 0.6%, as per Item 40	0.6%	1.006	\$ 114.60
1/1/2015	12/31/2015	Increase 2.8%, as per Item 40	2.8%	1.028	\$ 117.81
1/1/2016	12/31/2016	Increase 1.4%, as per Item 40	1.4%	1.014	\$ 119.46
1/1/2017	12/31/2017	Increase 1.6%, as per Item 40	1.6%	1.016	\$ 121.37
1/1/2018	12/31/2018	Increase 2.1%, as per Item 40	2.1%	1.021	\$ 123.92
1/1/2019	12/31/2019	Increase 4.2%, as per Item 40	4.2%	1.042	\$ 129.12
1/1/2020	12/31/2020	Increase 3.8%, as per Item 40	3.8%	1.038	\$ 134.03
1/1/2021	12/31/2021	Increase 1.1%, as per Item 40	1.1%	1.011	\$ 135.50
1/1/2022	12/31/2022	Increase 3.5%, as per Item 40	3.5%	1.035	\$ 140.24
1/1/2023	12/31/2023	Increase 9.1%, as per item 40	9.1%	1.091	\$ 153.00
1/1/2024	12/31/2024	Increase 4.6%, as per item 40	4.6%	1.046	\$ 160.04

### Notes:

<sup>1</sup>In May 2007, the Surface Transportation Board (“STB”) made a decision to disallow collective rate-making by the American Movers and Storage Association (“AMSA”) and required that AMSA dissolve the rate-making entity, the HouseHold Goods Carrier’s Bureau (“HHGCB”). Household Goods movers were subsequently required to create their own tariffs in lieu of collectively utilizing the 400N tariff. On December 31, 2007, AMSA ended collective rate making and sunset the HHGCB.

<sup>2</sup>Although STB’s decision froze AMSA’s involvement in the tariff, Item 40 of the 400 series tariff references a methodology to calculate continued General Price Increases for the rates contained within (See Item 40 document). Consequently, an annual increase is calculated and used by many contracts in the industry today.

<sup>3</sup> Rand-McNally makes modifications to the Highway Mileage Guide, which is referenced in the tariff. As new roads are built, updates are periodically made to incorporate these into the guide. Rand-McNally Highway Mileage Guide #19 was presented as a modification to replace RM #18 in January 2008, and was intended to be inserted prior to AMSA’s release of the 400N tariff but the changes were not made prior to the dissolution of the HGCB.



## 400-N Historical Tariff Rate Adjustments

2002 to 2007

**Table 2: Represents the increases in the 400-N Tariff prior to STB's decision and while AMSA had control over the tariff software.**

Effective Date	End Date	Remark	Percent Adjustment	Multiplier	Cumulative Adjustment Example
1/1/2002	12/31/2002	400N Tariff established, software-based <sup>1</sup>			\$100.00
1/15/2002		IRR established at 2% <sup>2</sup>	Indeterminate		
5/15/2002		IRR increased to 4% <sup>2</sup>	Indeterminate		
1/1/2003	12/31/2003	Increase 3.3%, as per Item 40	3.3%	1.033	\$103.30
1/1/2004	12/31/2004	Increase 2.2%, as per Item 40	2.2%	1.022	\$105.57
1/1/2005	12/31/2005	Increase 1.3%, as per Item 40	1.3%	1.013	\$106.95
1/1/2005		20% linehaul increase on shipments 24,000+ pounds <sup>3</sup>	Indeterminate		
1/1/2006	5/14/2006	Increase 2%, as per Item 40	2.0%	1.02	\$109.08
5/15/2006	12/31/2006	Increase 3.5%, as per Item 40	3.5%	1.035	\$112.90
		FSC trigger price (minimum) increased to \$1.40 <sup>4</sup>	AMSA advised that this coupled with the 3.5% increase was cost-neutral.		
1/1/2007	5/14/2007	Increase 3.9%, as per Item 40	3.9%	1.039	\$117.31
5/15/2007	12/31/2007	Increase 2.6%, as per Item 40	2.6%	1.026	\$120.35
		Also, FSC trigger price (minimum) increased to \$1.95 <sup>4</sup>	AMSA advised that this coupled with the 2.6% increase was cost-neutral.		

### Notes:

<sup>1</sup>The 400 series tariffs have been in place for decades, and the 400N tariff naturally succeeded the 400M which was in effect from January 1, 1998 to December 31, 2001. However, instead of a hard-copy tariff, AMSA chose to establish a software-based tariff with no hard-copy support for the rate structure. AMSA took an average of each carrier's exceptions tariffs (104G) and folded the costs into the new 400N tariff.

<sup>2</sup>The Insurance Related Revenue ("IRR") is set up in the tariff as a percentage of a shipment's linehaul charge and represents AMSA's answer to the sudden increase in catastrophic insurance caused by the implications of 9/11. It was established and increased as a relief to the explosive costs borne by the movers. For those clients that were made aware of the added costs, negotiations often ensued to either apply, waive or share the cost of the IRR

